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374 • August 2004

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RIDE TO THE STEEL PONY EXPRESS

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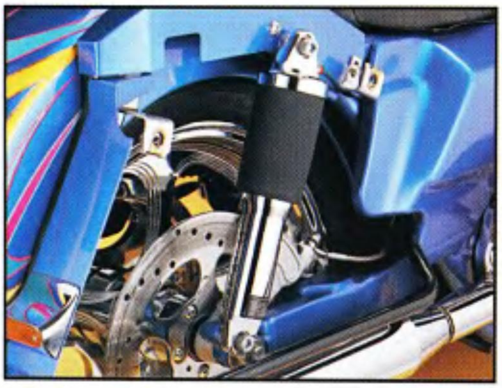

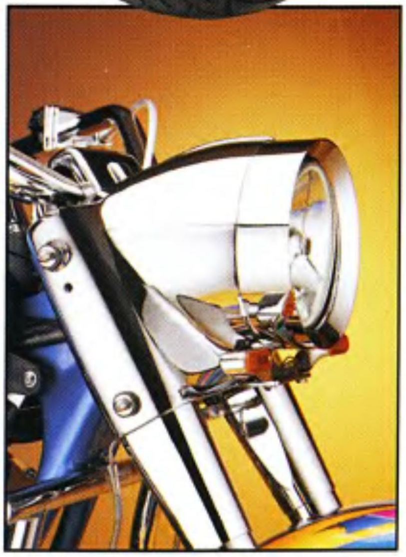

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TakingItEasy

When Dan White killed San Francisco supervisor Harvey Milk and Mayor George Moscone in 1978, but argued successfully that he had diminished capacity because of a depression that was exemplified by eating too much junk food, the **"Twinkie Defense"** was born. In December 2003, a U.S. Representative was convicted of manslaughter for causing a traffic fatality, despite a defense that he had diminished capacity due to low blood sugar from his diabetes. Presumably, then (though he didn't specifically say so) the accident, the death, and his conviction would never have happened if only he had eaten some Twinkies.

From our **"Dumb School Bitches"** Department: A school committee chairperson adjourned a meeting because one of the committee members refused to sit in her assigned seat. The chairperson said she'd cancel the next meeting too if the committee member in question didn't sit where she was told. I say, smack her with a ruler!

Immediately after the 9/11 attacks, Americans took to the road in their cars in lieu of flying. But statistics show that for the last three months of 2001, there was a significant increase in the number of fatal automobile crashes compared with the same period in the previous year. So just think. If all **you guys (now dead)** on the road had taken to the air instead, you might be here today to tell your friends about that much-anticipated vacation. But so what—you can't read this anyway.

You've heard of people running distances, walking distances, skiing distances, and so on. Well, there's an Indian who made a **2,500-mile holy journey** through the Indian countryside by lying on the ground and rolling over and over and over, the entire distance, doing from six to 13 miles a day. (It strikes me as an i-n-c-r-e-d-i-b-l-y b-o-r-i-n-g way to get from one place to another.)

Fresh from our "Old Cocks" File: Some researchers found that cockroaches do not age gracefully—after about 60 weeks of adulthood, they get stiff joints (which inhibits climbing) and hardened foot pads (which prevents sticking to vertical surfaces). One of the researchers noticed that aged roaches lose their ability to escape from predators and assumed that the loss was brain-based; in fact, he tested his assumption by **removing the roach's head** (and, thus, the brain), and sure enough, the roach was able to run like a youngster once again. (How could we possible get by without such educational information?)

We've mentioned items about pampering pets before—so here's another one. Dog-plus **K-9 Water** went on sale in Australia (for about U.S. $2.10) in flavors like "bacon and beef" because, said the inventor, "dogs get bored with plain water." I say, smack 'em with a ruler.

Just in from our **"Stupid Laws"** Department: In Maine it is a state law that you may not step out of a plane in flight. And in New Orleans it is illegal for a woman to drive a car unless her husband is waving a flag in front of it. (At least that one makes sense.)

This woman lived above neighbors who played very loud music much of the time. She tried shouting at them, reasoning with them, talking to the landlord—nothing happened. So she decided she'd give them some of their own medicine and **stomped loudly** up and down on the floor, eventually breaking both her legs about 4 inches below the knees. Heh heh.

A guy was charged with trying to rob a Circle K convenience store, wearing **a plastic foam cooler** on his head. He was unsuccessful, in part because the cooler made it impossible for the clerk to understand what he way saying. (Can't you just hear him mumbling underneath that cooler?)

Some 60,000 delegates (from 182 countries) to the World Summit on Sustainable Development (whatever that means) in South Africa, luxuriated not only in the four- and five-star accommodations but an elegant food and drink layout, including **tons of lobster,** oysters, filet mignon, salmon, caviar, pate de foie gras, champagne, fine wines and mineral water. (An estimated 60 African children a day die from contaminated water.) The conference center, which cleared out hundreds of nearby trees to accommodate delegates' limousines, is only a few miles from the squalid neighborhood of Alexandra, one of Africa's poorest. (And I imagine all those guys were able to go to sleep each night.)

Two British zoologists and a psychologist started a business-consulting firm to teach executives to handle risks based on **lessons from animal behavior.** The founders said it was their work with starlings and crows that clued them in that animals, including humans, approach risks in similar ways. An example? A petroleum company exploring for oil is similar to a bird foraging for food. Where the hell is my ruler? I'm in a smackin' mood!

A 72-year-old woman was found dead in her apartment the day after a police officer had **searched (?)** the apartment and failed (yes, *failed*) to notice the woman's leg sticking out from underneath a bed. (Once again, our tax dollars hard at work.)

The *Washington Post* reports that the District's payroll office, having already spent $20 million on a new computer system that never worked, had just spent another $14 million to transfer all the records back to **the old, antiquated system.** This led the newspaper to speculate that the squandered $34 million is probably more than the entire D.C. jail population combined had ever stolen.

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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 374 • AUGUST 2004

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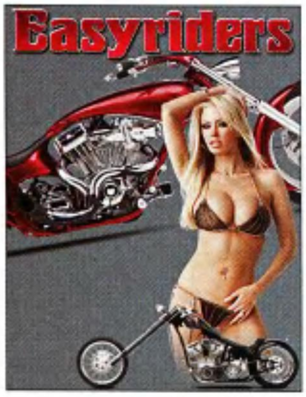

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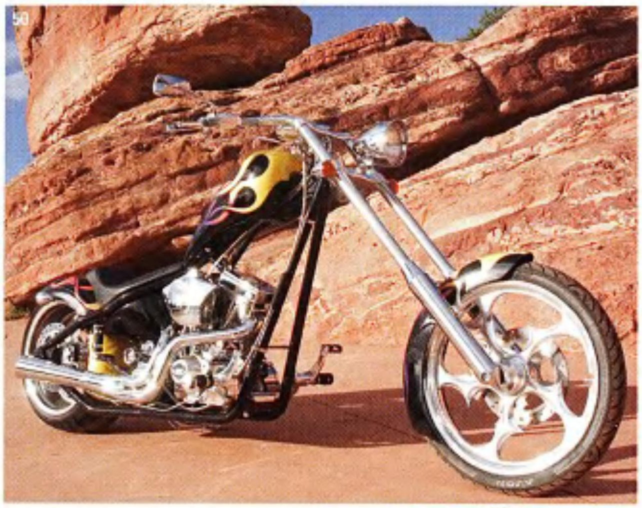

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WordMonger

Brother Lost

We usually don't do this in *Easyriders*, but we do make exceptions—this being one of them. One of my best friends, Peter "Bug" Nyarady, was killed in a single bike accident, April 10, 2004. Bug was the Sgt.-At-Arms for F-Troop of the Vietnam Vets MC, California as a Legacy Vet. Prior to joining the VNVMC, he was the Sgt.-At-Arms for ABATE of California Local 13, Ventura County, during the same time I served as the Local's president. Bug was a kind and generous man, playing Santa for family and friends, as well as for the VNVMC and ABATE for our combined toy runs and charity functions. Bug was active in fighting for motorcyclist's rights, as well as veteran's affairs, having proudly served his country as a U.S. Marine.

A true biker, Bug had many friends inside and outside of this lifestyle and will be greatly missed by all. He recently had a major role in the Montgomery Gentry video "If You Ever Stop Loving Me," featured in this issue, which has since been dedicated to Bug's memory. That's how all of us choose to remember him: riding his bike, doing what he loved most.

He leaves behind his wife of 20 years, Teri, daughter Brenna, son-in-law Nick and grandson Aidan. We'll all miss you brother. We'll meet again to ride free, far away from all of life's stress and problems

Scott McCool
Managing Editor

Too Much Bitchin'!

I have a couple of things to get off my chest so bear with me.

First, there were two issues I was reading (sometime around Sept. and Oct. '03) where I couldn't believe what I read in "Wordmonger." People were actually bitchin' about too many fake tits in your magazine. I'm lost. Why in God's name would you ever bitch about fake tits? Who cares if they're real or silicone—quit your bitchin'. TITS ARE TITS. No one makes you buy this mag.

Second, in the Apr. '04 issue people were tearin' into you guys and bitchin' about your Dec. '03 cover. Come on guys, get a sense of humor and get off these guy's asses. I thought it was fuckin' hilarious—disturbing but hilarious! My personal opinion is that your magazine kicks ass.

To all you other turds who can't take a joke or don't like all types of tits, maybe you should give up reading *Easyriders* and pick up a more suitable magazine for yourself.

Thanks for listening—I just had to let that out. And thanks for an awesome magazine to keep me and my bros entertained and ready for more!

Sgt. Steinmetz
Germany

Our pleasure, Sarge.

Missing

Hey, gang! Wow, what have I been missing? I hadn't read your magazine in a few years but found the April '04 issue on the newsstand at the Ft. Dix Bale Exchange and had to buy it! I can't really tell you why I stopped buying *Easyriders*—but never again.

I'm in the Wyoming Army National Guard, and we're here in New Jersey getting ready to deploy in Iraq. When we get there, I'll be ordering a subscription right away. Bikes, babes, and beer—there's nothin' better.

When I get home, I'm going to make my dream of owning an H-D real so I can take the ol' lady and the kids for a ride. I have a couple of requests for you folks, too. Take a ride for me now and then. Take care of all the fine ladies at home. Have a beer for all of us overseas, wherever we go. And pray for us so that we can bring all these kids home alive.

Sgt. J.E. Howie
Ft. Dix, New Jersey

Our prayers are with you. We promise to ride and party our asses off for YOU! We're hoistin' a coldie for ya right now.

Roadware Gripe

Love the rag, been a reader for years. But it seems with each passing month lately the Roadware "fashion" section gets bigger and bigger…32 fucking pages in the May '04 issue!

If I wanted a fucking RUB fashion magazine, I'd subscribe to *GQ*. Clean up your shit and offer a free catalog, lay in a full-page ad to a Web site or something, but stop filling my scoot rag with crap!

Keep it up and I'll be forced to find a different pile of paper to read.

Hoping this is just a fucked up fad you're going through.

Fester
Royersford, Pennsylvania

Roadware doesn't take the place of pages in the magazine. It's an outsert in addition to the mag that we do every spring and winter. Gotta say, yours is the first complaint about Roadware we've ever received. But what the hell, you're entitled to your opinion.

Ripped Off in Daytona

Every year *Easyriders* does a spread on how great Daytona is and writes about all the things that happen during the events. I think you should publish the fact that you will have a great time while getting ripped off by almost everyone there.

The hotel rates are four times higher during that week than any other time of the year. The Friday of Bike Week I was at the Cabbage Patch drinking my usual Crown and Coke. The tent area outside the bar served a good drink, but in the bar they substituted what I believe to be sour mash for the Crown. My first drink was blamed on the fountain Coke. For my second drink I ordered a can of Coke, a shot of Crown, and a glass of ice. Guess what? The same thing.

The police are the worst of all. At every event I went to, the police were there lining people and bikes up, handing out tickets as fast as they could. I didn't see any cars with Florida tags pulled over.

I've been there 11 of the past 12 years, and last year was the first I've missed. I went to Sturgis instead. Many people I've talked to are starting to sing the same tune. *Easyriders* should tell it like it is.

Daytona has turned into a city of sharks feeding once a year—the first week in March. It's time to get out. Why are we still getting eaten in Daytona?

Bill
Dallas, Texas

You're right about the price gouging and cop hassles in Daytona, Bill—as wellas Sturgis, Laughlin and and the other large runs. We often mention this in Easyriders, *but if all we did was snivel about how fucked up things are, no one would want to read the magazine. Savvy?*

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New Old School

FROM THE FUTURE TO THE PAST, TAKE TWO

It might sound overly philosophical, but things really never disappear, they just fade out, then reappear in a new form. While this may well apply to the leftovers that scare you out of the fridge whilst foraging for that one last beer, it more appropriately explains the way styles are changing in custom bike building. We are now waist-deep in anything and everything bearing the shape of the Maltese Cross that can be bolted, strapped or glued to a bike, and while a whole new generation thinks it's hip, everyone who ever ran a 5-foot battle axe sissy bar back in the '60s is sayin', "Seen it before."

As we are enjoying an explosive resurgence in old-school choppers, the retro movement is taking shape in some very cool ways. The story behind this chopper, "Old Blue, Jr.," is just what you'd expect when the future meets the past. Seems there's a guy by the name of Carpet Dave who built and still rides a bike called "Old Blue," some 35 years after tightening the final bolt. Well, ol' Carpet Dave is a riding buddy with the crew at Twisted Metal Cycles down in Irvine, California, and it seems that Dave's old-school South Bay-style shovelhead got them to thinking. Why not build a new version of the original Old Blue using modern parts, some new techno gizmos and a ton of old-school style? The idea of building a modern-day Blue became an obsession that had Carpet Dave

lending his own mechanical skills in assembling the new sled.

An Accurate Engineering 107-inch panhead motor was chosen to keep the bike authentic to the old style. Adding a new spin on things, Twisted Metal took one of Wil Phillips' Rubbertail frames and chopped it righteously adding 8 inches up and 6 inches out to the backbone, crowning it with a 41-degree rake and a Sugarbear 25-over springer front end. How much more authentic can ya get? The techno stuff starts at the tranny, which is a Dyna 6-speed from JIMS (with a suicide clutch arrangement) with the whole powertrain hanging in the Rubbertail's rubber-mount system.

Twisted Metal's colors also shine through

with their fabrication, and the pipes, gas tank and faux oil tank are just the surface. Nuts, bolts and tons of spikes adorning this ride were handmade in true old-school fashion ensuring that no one else would have the same parts—store-bought stuff just wouldn't do for Old Blue, Jr., no way.

In a sense, Rusty Cochran, the owner of Old Blue, Jr. owns and rides a piece of history. It's even possible that decades from now, there might be plans for an Old Blue III, and the way things are shaping up, that will be something to look forward to. In the meantime, enjoy the pics and all the hard work that went into Blue, and look for it gracing the cover of the new book, *Art Of The Chopper II*.

—*Wordman*

Owner: ....Rusty Cochran
City: ....Irvine, California
Designer: ....Twisted Metal

General

Fabrication: ....Twisted Metal
Year and make:2003 Twisted Metal
Model: ....Special Construction
Assembly: ....Twisted Metal
Time: ....6 months
Chroming: ..Orange County Plating

Engine

Year: 2003
Model: ....panhead
Builder: ....Accurate Engineering
Ignition: ....Mallory
Displacement:......107 cubic inches
Lower end: ..Accurate Engineering
Balancing: ....Accurate Engineering
Pistons: ....Accurate Engineering
Heads: ....Accurate Engineering
Cam: ....Accurate Engineering
Lifters: ....JIMS
Carb(s): ....S&S
Air Cleaner: ......Whimmer Machine
Pipes: .... Twisted Metal

Transmission

Year: ......2003 JIMS 6-speed Dyna
Modifications:..............custom filler
Shifting: ....hand shifter by Twisted Metal

Painting

Painter:.........................Color Zone
Color: ....candy blue
Type: ....House of Kolor

Frame

Year: 2003
Builder: ....Wil Phillips
Type: ....Rubbertail
Rake: ....43 degrees
Stretch:............................9 inches
Shocks: ....monoshock

Forks

Type: ....springer
Extension: 25-over
Builder: ....Sugarbear

Accessories

Bars: ....Twisted Metal
Handlebar controls: ....JayBrake
Fender(s):..................Twisted Metal
Headlight:......................Headwinds
Taillight: ....Radianz
Pegs: ....JayBrake
Electrics: ....Pete the Rocketman
Gas tank: ....Twisted Metal
Oil tank: ....Twisted Metal
Oil system:..............................Dyna
Seat: ....High End
Mirrors: ....Twisted Metal
Grips: .... JayBrake

Wheels

Size: ....200-18-inch rear, 21-inch front
Hub: ....spoke
Tire: ....Avon
Brake: ....JayBrake

Other Special Modifications: ...... Machining by Ralph Dorsey

Photos: ....Ken Ross

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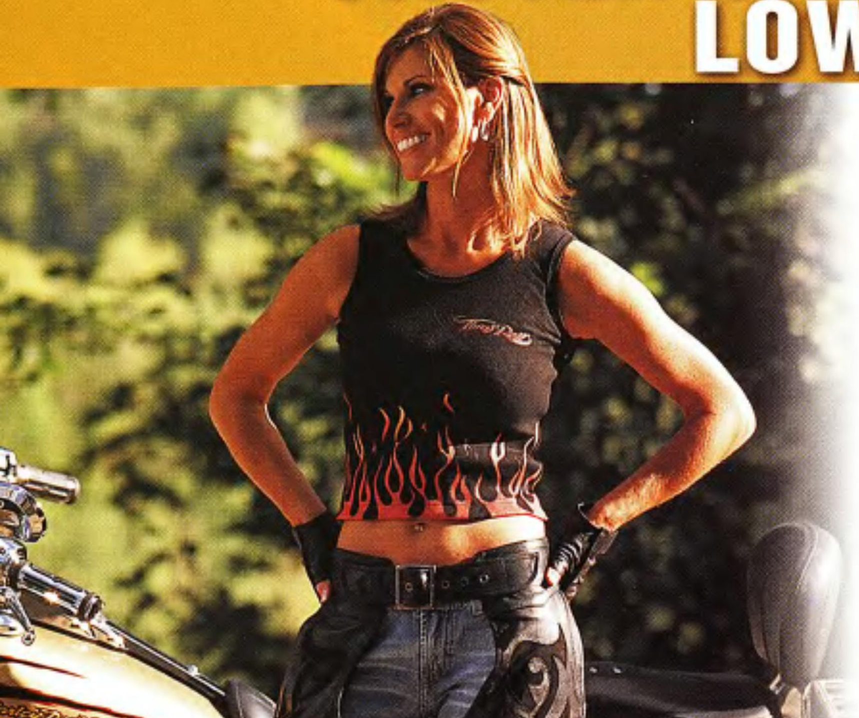

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For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Eagle One Wax As-U-Dry

With Eagle One's Wax As-U-Dry, waxing your bike doesn't have to be a chore anymore. Just wash it and leave it wet, then spray on Eagle One's Wax As-U-Dry and watch the water sheet away. You can simply use a chamois or towel to finish it off. The result is a high-gloss shine and each time you use the product it adds a protective layer of wax to the finish. You can use it on your car, too.

The unique one-step spray wax is a blend of water-reactive polymers and waxes that are safe for all painted surfaces, trim and wheels.

It is available in 18-ounce and 32-ounce bottles at leading automotive parts and discount store chains.

For info, visit www.eagleone.com or call 800-432-4531.

LINK System Tools Sets

LINK now has two tool sets for the motorcycle enthusiast. Both the 41-piece LINK 3/8-inch drive and 1/4-inch drive system use tools that are forged from solid steel. Each piece has a distinctive chrome finish for outstanding durability and strength.

LINK tool systems uses an ingenious design that positively locks the sockets onto the drivers and releases them easily by pulling on the gold collar installed at the end of the provided Extendors or U-joints. Ratchets feature a disconnect button that allows you to pick up and release any socket with one hand. LINK tools will put an end to the struggle you may have experienced, trying to remove sockets from a driver when your hands are oily.

The 41-piece 3/8-inch set includes: [1] universal joint, [1] UniDriver drive, [1] LINK automatic-locking ratchet, [2] Extendors (2- and 6-inch), [2] spark plug sockets (5/8- and 13/16-inch), [9] SAE 6-point sockets (5/16, 3/8, 7/16, 1/2, 9/16, 5/8, 11/16, 3/4, and 13/16-inch), [11] metric 6-point sockets (8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 18mm), [5] socket mounted hex bits (3/16, 5/16, and 3/8 inch, and 6 and 10mm), [5] socket mounted Torx or star bits (T-25, T-30, T-40, T-45, and T-50), [4] socket mounted screwdriver bits (5mm slotted, 9/32-inch slotted, #1 Phillips and #2 Phillips), and a case. The 3/8-inch drive (#38041) retails for $249.99

The 41-piece 1/4-inch set comes with: [1] universal joint, [1] all-metal UniDriver [1] 36-tooth slide button quick-release positive-locking ratchet, [3] Extendor extensions (1.5, 3, 6 inch); 16 12-point sockets [8] SAE (5/32, 3/16, 7/32, 1/4, 9/32, 5/16, 11/32, and 3/8 inch), and [8] metric (4, 5, 6, 7, 8, 9, 10, 11mm); 19 dingle piece machined steel socket bits [6] Torx (T-8, T-10, T-15, T-20, T-25, T-27), [9] hex (5/32, 3/16, 7/32, and 1/4 inch, 3, 4, 5, 6, and 7mm), [4] screwdriver (#0 and #1 Phillips, 5.5 and 6.5mm slotted); and case with storage space. The 41-piece 1/4-inch set (#25041) retails for $229.99.

Call 888-727-5465 for more info or log on to www.link-tools.com.

Motorcycle Environments

Motorcycle Environments, a division of Marine Environments, recently introduced three cases to display and protect motorcycles, whether they are prized collectibles or daily drivers.

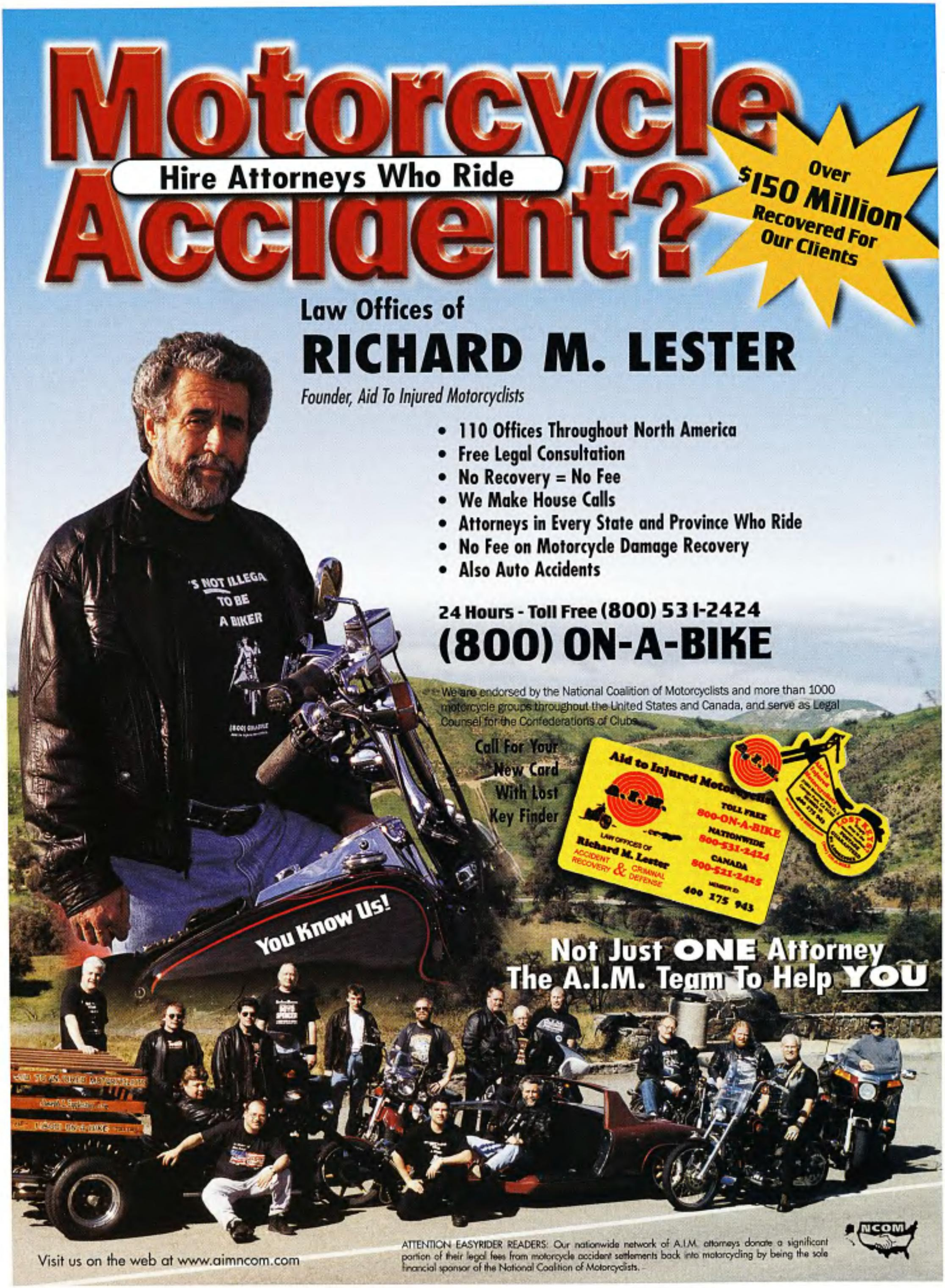
The top-of-the-line deluxe showcase with internal lighting is a museum-quality showcase with acrylic walls and a varnished oak trim and floor with diamond plate inserts, making this case the ultimate way to display and sell prized bikes. This case is an awesome addition to a showroom and a great way to show motorcycles at malls, bike shows or in your living room.

The interior/exterior case is made of shatterproof poly-carbonate walls with an expanded PVC canopy, keeping the bike safe, out of the weather and on display. This case is great to display bikes outdoors, or just to keep safe and on display in the garage.

The exterior storage case is constructed of expanded PVC and is a better choice than existing options, the manufacturer says. The storage case keeps the bike out of the weather, is bug- and rodent-proof, requires minimal maintenance. Best of all it frees up garage space.

All three of the cases can be climate-controlled and have many other options such as burglar and gas fumes alarms and automatic fire extinguishing.

Call Motorcycle Environments at 866-638-2657 or 207-282-2000 or log onto www.motorcycleenvironments.com.



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NCOM

MIKE ROTHWELL'S BLACK WIDOW PANHEAD

A COMPULSIVE

Mike Rothwell entered his '65 panhead in the Denver Easyriders Bike Show almost as an afterthought. He had a restored '58 Pan, that is really his show bike in the competition, and only decided to enter his daily rider after some nudging by some guys at his work. The chance decision paid off big, since he ended up with Best of Show in that competition. Mike is a mechanic at the local Budweiser plant in the Wellington, Colorado, area and describes himself as a "compulsive tinkerer." The longtime Harley rider says that when you build a bike yourself as opposed to buying one it makes you appreciate it all the more. Especially when it wins the show.

Mike told us that this cherry '65 pan is a true swap meet special. He estimates that he collected 75% of the bike shopping at the swap meets that they hold regularly in the area. He collected parts for a year before he had what he needed to pull it all together. The final assembly took him all of three months.

He did all the assembly, with the help and encouragement of some friends. The engine has '65 cases, with a S&S stroker kit which boosts it to 84 cubic inches. He's running a set of STD pan heads, which use shovelhead internals and allow him to use the shovel-style header from Alphabet, another swap meet find.

TINKERER

HARLEY - DAVIDSON

Matt McKibbon, of American Cycle Performance in Colorado Springs, Colorado, buttoned up the motor. Mike says that this is the first panhead he has ever owned that doesn't leak a drop of oil. We had to kid him about that: "Sure you got oil in that thing, Mike?"

The frame is a Kraft Tech rigid, with a modest 38-degree rake and 2 inches of stretch. Just enough to make it rock steady rolling down the freeway. The front end is from Custom Chrome, with dual disc stoppers and a GMA disc brake setup in the rear. The wheels are classic spokes and he shoehorned a 200-18 Avon in the rear, and a 21-inch Avon Speedmaster up front. He added a rear fender from West Coast Choppers and Todd Herman did an excellent job stitching up the black widow hourglass theme on the saddle.

He painted the bike himself, continuing the black widow theme. The paint on the tank is in the same pattern that Harley used for the original '65 models, in Mike's choice of rich black and torch red urethane.

Mike says that his bike, winning Best of Show in Denver, is truly a Cinderella story. He built it to ride, and ride it he does. It already had 1,200 miles on her before the show, but he has put many more on it now that riding season in the Rocky Mountain State has returned. As a matter of fact, as you read this he is probably making final preparations for his ride to the Sturgis Rally and Races. Ride on, Mike! *—Kit Maira*

Owner: ....Mike Rothwell
City: ....Wellington, Colorado

General

Fabrication: ....owner
Year/make: ..1965 Harley-Davidson
Model:........................Black Widow
Assembly: ....owner
Time:...............................3 months
Chroming: ....Doug Brummond

Engine

Year:..1965
Builder: ....Matt McKibbon
Displacement:........84 cubic inches
Cam:.............................Andrews A
Carb:..S&S
Ignition: ....points
Pipes:...............................Alphabet

Transmission

Make: ....Harley-Davidson
Year:.......................................1965
Shifting: ....foot

Painting

Molding: ....owner
Painter:................................owner
Color:......................black/torch red
Type: ....urethane

Frame

Maker: ....Kraft Tech
Type: ....rigid
Rake: ....38 degrees
Stretch: 2-inch

Accessories

Handlebars: ....Arlen Ness
Risers: 1-piece
Handlebar controls: ....GMA
Fender: ....West Coast Choppers
Headlight:......................bullet-style
Taillight: ....cateye
Speedo:.................................stock
Pegs: ....2-inch extended
Foot controls: ....GMA
Gas tank: ....5-gallon fat bob reproduction
Oil tank: ....Harley Softail
Oil system: ....S&S pump
Seat:..........................Todd Herman
Mirrors:...................................none
Grips: ....billet

Front end

Type:..wide
Extension: 2-inch
Builder: ....Custom Chrome

Wheels

Front

Size:...................................21-inch
Hub:......................Harley-Davidson
Rim width:........................2.15-inch
Tires: ....Avon Speedmaster
Brakes: ....Harley-Davidson

Rear

Size:.......................... 18-inch/200
Hub:......................Harley-Davidson
Rim width: 200
Tires: ....Avon
Brakes:...................................GMA

Special Thanks: ..Jim McGuirk, Jay Adams, Bruce Hall, Rick Bryant
Photos: ....Michael Lichter

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This event is produced and managed by SBW Productions/Thunder Road, which has been granted permission to use the trademarks of Biker and Penthouse solely for promotional purposes.
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Tues. Aug. 10th
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Happenings

ALABAMA
Bike-O-Rama 9
Date: Aug. 21-22
Place: Bay Minette
Info: 251-937-9542
www.bikeorama.org

ARIZONA
Too Broke For Sturgis
Date: Jul. 23-25
Place: Morman Lake
Info: 602-843-2906

CALIFORNIA
Cycle Show/
Swap Meet
Date: Jul. 25
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

Pomona Cycle Show
and Swap Meet
Date: Aug. 15
Place: Fairplex, Pomona
Info: 714-557-1846
www.toppingevents.com

VNVMC Pala Run
Date: Aug. 20-22
Place: Pala Indian
Reservation
Info: 619-850-8447

COLORADO
Salute to American
Veteran's Rally and
Festival
Date: Aug. 19-22
Place: Cripple Creek
Info: 719-487-8005
www.pro-
promotions.com

ABATE Dist. 11
Campout
Date: Aug. 21-22
Place: Cripple Creek
Info: 719-395-0360

Poker Run and Bowling
Tournament
Date: Aug. 28
Place: ABATE Dist. 11
Info: 719-395-0360

DELAWARE
MAV East Coast Ride
Date: Aug. 1
Place: Boston Market,
Wilmington
Info: 302-378-3701
www.motorcycle
accidentvictims.org

GEORGIA
ABATE of Georgia
Swap Meet/ Bike Show
Date: Jul. 25
Place: Atlanta
Info: 404-294-8900

IDAHO
POW-MIA Awareness
Rally and Rodeo
Date: Aug. 19-22
Place: American Falls
Info: 208-233-1616
www.powmiarodeo.org

ILLINOIS
Motorcycle Parts
Extravaganza
Date: Jul. 25
Place:Belleville
Info: 217-864-9540
bg-promotions.com

Walneck's Swap Meet
Date: Aug. 15
Place: Lake County
Fairgrounds, Grayslake
Info: 630-985-2097
walneckswap.com

Walneck's Swap Meet
Date: Aug. 22
Place: Clark County
Fairgrounds, Springfield
Info: 630-985-2097
walneckswap.com

INDIANA
Walneck's Motorcycle
Swap Meet & Show
Date: Aug. 8
Place: Fairgrounds,
Indianapolis
Info: 630-985-2097
walneckswap.com

Steel Horse Stampede
Motorcycle Rally
Date: Aug. 26-28
Place: Indianapolis
Info: 615-777-0045
steelhorsestampede.com

All Motorcycle
Extravaganza
Date: Aug. 28-29
Place: Bunker Hill
Dragstrip
Info: 812-552-7863

IOWA
State HOG Rally
Date: Jul. 23-25
Place: Pella
iastatehogrally.com

Pre-Sturgis Party
Date: Jul. 24-25
Place: Avoca
Info: 402-734-7646;
402-740-0109

KANSAS
Tri State Coalition
Annual Summer Bash
Date: Aug. 14-15
Place: Russell Springs
Info: 785-672-3588

KENTUCKY
Anniversary Little
Sturgis Rally
Games and Show
Date: Jul. 15-18
Place: Union County
Fairgrounds, Sturgis
Info: 270-333-9316
littlesturgisrally.net

Wicked Woods
Bike Bash
Date: Aug. 12-15
Place: Campbellsville
Info: 270-789-7863
www.wickedwoods.net

Bird Cage Poker Run
for Diabetes
Date: Aug. 14
Place: Corbin City Hall
Info: 606-523-9393

Annual Hawg Valley
Bike Rally
Date: Aug. 19-21
Place: Graham
Info: 270-338-7818
hawgvalleybikerally.com

MAINE
Elk's Day for MCCP
Games and Prizes
Date: Jul. 24
Place: UBM, Franklin
Info: Butch 207-562-9017

Ladies 45 Ride
Date: Jul. 24
Place: UBM, Kennebec
Info: 207-465-3480

Bike Show and Rodeo
Date: Jul. 24
Place: UBM, Lincoln
Info: Bill 207-633-6720

Toast of Life Poker Run
Date: Jul. 25
Place: UBM, Oxford
Info: Nick 207-364-8665

Scenic Poker Run
Date: Jul. 31
Place: UBM, Hancock
Info: 207-469-3607

Run to the Sea
Date: Aug. 1
Place: UBM, Oxford
Info: Nick 207-364-8665

Ladies Ride
Date: Aug. 7
Place: UBM, Hancock
Info: Elaine 207-469-3607

Night Time Poker Run
Date: Aug. 7
Place: UBM, Penobscot
Info: Jay 207-945-3489

Mystery Ride
Date: Aug. 8
Place: UBM, Somerset
Info: Paula 207-696-9629

Mystery Ride
Date: Aug. 8
Place: UBM, Waldo
Info: Gary 207-323-1925

UBM Statewide Run
Date: Aug. 13-15
Place: TBA
Info: www.ubm-usa.org

Wish List Ride
Date: Aug. 15
Place: UBM Lincoln
Info: Bill 207-633-6720

POW/MIA Run
Date: Aug. 17
Place: UBM, Franklin
Info: Butch 207-562-9017

Owl's Head Antique
Bike Show
Date: Aug. 29
Place: Owl's Head
Info: Kent 207-594-8877
www.owlshead.org

Scenic Mystery Bike Ride
Date: Aug. 22
Place: UBM,
Androscoggin
Info: Dave 207-783-7202

MARYLAND
Sportsmen's Bash
Date: Aug. 6-8
Place: Allegany County Fair
Grounds, Cumberland
240-727-0805; 240-727-0806
www.iafflocal1715.com

Annual March of Dimes Ride
Date: Aug. 15
Place: Jones Junction, Bel Air
Info: 410-752-8076
marchofdimes.com/ride

National Fallen Biker
Memorial Run
Date: Aug. 22
Place: Mechanicsville
Info: 301-893-2900
www.fireupthundrout.com

MASSACHUSETTS
Annual Freedom Ride
Date: Aug. 1
Place: Dalton
Info: 413-442-7773
massriders.tripod.com

RI-MA State HOG Rally
Date: Aug. 12-14
Place: Danvers
Info: 413-596-9470
maristatehogrally.com

Ride for Kids
Date: Aug. 15
Place: North Oxford
Info: 800-253-6530
www.ride4kids.org

IBF Annual Pig Roast
Date: Aug. 21
Place: New Bedford
Info: www.independent
bikers.com

MSPCA Rock Run
Motorcycle Ride
Date: Aug. 22
Place: Methuen
Info: 978-687-7453 ext.105
www.mspca.org

MICHIGAN
Ross Johnson
Memorial Run
Date: Jul. 31
Place: Muskegon
Info: 231-689-0774

Ride For The Homeless
Date: Aug. 7
Place: Alpena
Info: 800-374-2936

Easyriders Motorcycle
Rodeo
Date: Aug. 20-22
Place: Fowlerville
Info: 800-962-9857
easyridersevents.com

Mamon Ride For
Children
Date: Aug. 21
Place: Children's
Hospital, Detroit
Info: mamonride.home-
stead.com

Ride for Kids
Date: Aug. 29
Place: Ann Arbor
Info: 800- 253-6530
www.ride4kids.org

MINNESOTA
Wolf's Head Rally
Date: Jul. 10-18
Place: Two Harbors
Info: 218-384-9936
wolfsheadrally.com

Rumble to Revys
Motorcycle Rally
Date: Jul. 30-31
Place: Atwater
Info: 320-974-3666
rumbletorevys.com

MS River Road Run
Date: Aug. 21-22
Place: St. Paul
Info: 612-335-7900
msriverroadrun.com

Inaugural Ride
for Survival
Date: Aug. 28
Place: Delano Sports
Center
Info: 952-361-5530

MISSISSIPPI
Sturgis (MS) M/C Rally
Date: Aug. 22-24
Place: Courthouse
Square, Sturgis
Info: 662-465-7970
www.sturgismsrally.com

MISSOURI
David Mann Benefit
Easyriders' Artist
Date: Jul. 17
Place: Kansas City
Info: 660-221-2298
www.wideopencycle.
com/davemann.htm

Rolla Rally
Date: Jul. 23-25
Place: Fair Grounds
Info: 573-364-1213
www.rollarally.com

Breaking the Cycle
Biker Ride
Date: Jul. 25
Place: Kansas City
816-474-6446 ext. 223
newhouseshelter.org

MONTANA
Annual Beartooth Rally
Date: Jul. 16-18
Place: Red Lodge
Info: 888-827-2663
www.redlodge.com/
beartoothharley

State HOG Rally
Date: Jul. 29-31
Place: Butte
Info: www.mtstate
hograllly.com

Ridin' the Rockies
Date: Aug. 13-15
Place: Three Forks
Info: 208-765-6183
ridintherockies.com

Beartooth Bound
Womens Rally
Date: Aug. 20-22
Place: Billings
Info: 406-259-4416
www.beartooth
bound.org

NEW HAMPSHIRE
Annual Polaka Run
For the Fourth Year
Date: Aug. 28
Place: Manchester
Info: 603-622-5898

NEW JERSEY

Miracle Run
Date: Jul. 25
Place: Old Bridge
Info: 201-991-9170

Arc Angel Charity Poker Run
Date: Aug. 8
Place: Chevy's Restaurant, Bricktown
Info: 732-363-3335
www.arcocean.org

Annual Children's Charity MC Run
Date: Aug. 9
Place: Wulf Bros. Cycle Works, Ft. Lee
Info: 973-831-4449

Nam Knights/Wulf Bros Childrens Charity Run
Date: Aug. 29
Place: Fort Lee
Info: 973-831-4449

NEW MEXICO

Fire and Ice Bike Rally
Date: Jul. 16-18
Place: Grants
Info: 800-550-3573
fireandicebikerally.com

NEW YORK

Ride for Kids
Date: Jul. 18
Place: Utica
Info: 800-253-6530
www.ride4kids.org

Old Bike Day
Date: Jul. 18
Place: Niagara County MC, Lockport
Info: 718-284-2261

Long Island Motorcycle Fair
Date: Aug. 15
Place: Raceway, Riverhead
Info: 631-484-6050
motorcyclefair.com

Rally in the Valley
Date: Aug. 21-22
Place: Olean
Info: 716-372-2234

Ride For The Heroes
Date: Aug. 29
Place: Long Island
Info: 631-831-7921
sevenhorsemen.com

NORTH CAROLINA

Blues Memorial Run
Date: Jul. 31
Place: CBA/ABATE
www.cba.xaranda.net

Round Up
Date: Aug. 20-21
Place: Raleigh
Info: 866-822-7510
mageentertainment.com

Ride for Kids
Date: Aug. 29
Place: Ashville
Info: 800-253-6530
www.ride4kids.org

NORTH DAKOTA

ABATE Annual Bike Fest
Date: Aug. 6-8
Place: Mandan
Info: 701-223-5609

State HOG Rally
Date: Aug. 27-29
Place: Grand Forks
Info: 701-277-1000
ndstatehogrally.com

OHIO

ABATE Biker Bash
Date: Jul. 16-18
Place: East Sparta
Info: 330-815-0275
www.geocities.com/abatezero

Annual Crazy Horse Memorial Run
Date: Jul. 17
Place: Weston
Info: 419-669-4709
www.indianmcweston.com

Vietnam Vets Bike Show and Run
Date: Jul. 24-25
Place: Zanesville
Info: 740-454-5184
www.SEOBIKERS.COM

Honda Homecoming
Date: Jul. 29-31
Place: Marysville
Info: 800-846-0422
www.ohio.honda.com

All Bike Rally
Date: Jul. 29-31
Place: Marysville
Info: 877-473-4314
www.unioncounty.org

Ride for Kids
Date: Jul. 31
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

Annual Wish Run
Date: Aug. 27-28
Place: Deshler
Info: 419-275-2304; 419-772-1084
eaglesons-wish-run.com

OKLAHOMA

Freedom Rally
Date: Jul. 30-Aug. 1
Place: Castle
Info: 918-668-3350
deepforkfreedomrally.com

OREGON

Run 21
Date: Jul. 23-25
Place: Birkenfeld
Info: 503-760-9015

Coos River Run
Date: Jul. 30-Aug. 1
Place: Coos Bay
Info: 541-759-2388
southcoastabate.org

Wash. County Pig Roast
Date: Jul. 31
Place: Hillsboro
Info: 503-646-2060

NE Portland Poker Run
Date: Aug. 7
Place: Portland
Info: 503-777-5121

Beaver Creek
Date: Aug. 13-15
Place: Lincoln County ABATE, Newport
Info: 541-265-6850

Summer Run
Date: Aug. 20-22
Place: Portland ABATE, Estacada
Info: 503-282-4604

Desert Dash Rally
Date: Aug. 20-22
Place: Burns
Info: 541-589-0000
DesertDashRally.com

SOS Run
Date: Aug. 27-29
Place: Wolf Creek
abateoforegon.org

Poker Run
Date: Aug. 28
Place: ABATE NE Portland
Info: 503-285-5132

PENNSYLVANIA

Kids Peace Toy Run
Date: Jul. 17
Place: Leisure Lakes
Info: 570-223-9934

Summer Bike Fest Games and Prizes
Date: Jul. 23-25
Place: Carlisle Fairgrounds
Info: 717-243-7855
carsatcarlisle.com

Easyriders M/C Rodeo
Date: Jul. 23-25
Place: Prospect
Info: 800-962-9857
easyridersevents.com

90th Anniversary Bash
Date: Jul. 23-24
Place: Oley
Info: 610-987-6422
www.readingmc.com

Annual Philly Bikefest
Date: Jul. 31
Place: Philadelphia
Info: 215-673-9005
www.philasport bikersincwamp.com

Annual Campout
Date: Aug. 13-15
Place: Reeds Gap
Info: vnvmc-phl.com

Lehighton Bike Night
Date: Aug. 14
Place: Lehighton
Info: 570-992-4046
www.lehighton bikenight.org

State HOG Rally
Date: Aug. 18-21
Place: Scranton/Wilkes-Barre
Info: 800-218-9505
pastatehogrally.com

RHODE ISLAND

Hogs and Hot Rods
Date: Jul. 24
Place: Warwick
Info: 401-781-6866
www.oceanstatehd.com

RI-MA State HOG Rally
Date: Aug. 12-14
Place: Danvers, MA
Info: 413-596-9470
maristatehogrally.com

SOUTH DAKOTA

Annual Ladies Dice Run
Date: Jul. 17
Place: Sturgis Harley-Davidson
Info: JuliG.tripod.com

64th Annual Sturgis Motorcycle Rally
Date: Aug. 8-15
Place: Sturgis
Info: www.sturgisrally.com
jackpine-gypsies.com

TENNESSEE

Breast Cancer Rally
Date: Jul. 31
Place: Shady Valley
chicsrally.tripod.com

TEXAS

Annual Wet N Wild
Date: Jul. 16-18
Place: West Tawakoni
Info: 903-447-3527
wetnwildrally.com

Thunder on Karem Creek
Date: Aug. 14-15
Place: Waco
Info: 254-366-0095

Swap Meet
Date: Aug. 15
Place: VFWI, La Marque
Info: 512-805-0162
www.goodpeopleusa.us

UTAH

Thunder on the Mountain
Date: Jul. 16-17
Place: Brian Head
Info: 800-518-2357

VERMONT

Back To the Basics
Date: Jul. 30-Aug. 1
Place: Concord
Info: 802-695-3329

State HOG Rally
Date: Aug. 19-21
Place: South Burlington
Info: 802-872-8545
www.nhvtstatehogrally.com

WASHINGTON

Disabled Veterans Ride
Date: Jul. 18
Place: Veterans Center, Port Angeles
Info: 360-452-7586
www.81x.com/TMPro/HomePageMotorcycle Events

PageMotorcycleEvents
Sun and Surf Run
Date: Jul. 23-25
Place: Ocean Shores
sunandsurfrun.com

Sun and Surf Run
Date: Aug. 26-29
Place: Ocean Shores
Info: www.sunand surfrun.com

State HOG Rally
Date: Aug. 26-29
Place: Mt. Vernon
Info: 877-680-4062
wastatehogrally.com

WEST VIRGINIA

Snowshoe Freedom Fest Rally
Date: Jul. 20-25
Place: Snowshoe Mountain Resort
Info: 304-572-5634; www.snowshoe freedomfest.com

WISCONSIN

Milwaukee Rally
Date: Jul. 29-Aug. 1
Place: Milwaukee Mile
Info: 414-276-9080
www.milwaukeerally.com

Poker Ride For Juvenile Diabetes
Date: Jul. 31
Place: Heritage Motorsports, Pardeeville
Info: 608-429-9228

Annual National Bikers Roundup
Date: Aug. 2-8
Place: West Bend
Info: 414-344-3009
www.nationalbikers roundup.com

Annual Memorial Charity Ride
Date: Aug. 20-22
Place: Norman
Info: 920-388-3675

State HOG Rally Fun and Games
Date: Aug. 20-22
Place: Chippewa Falls
Info: 715-552-5223
wistatehogrally.com

WYOMING

Ride the Rock Ham'N'Jam
Date: Aug. 11
Place: Hulett
Info: 307-467-5626
www.hulettrally.com

Burnout Wednesday
Date: Aug. 11
Place: Sundance
Info: 307-283-2575

Annual Sierracade Motorcycle Rally
Date: Aug. 17
Place: Cody
Info: 800-600-8969
www.sierracade.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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Events

EASYRIDERS BIKE SHOW TOUR EXTENDED INTO FALL

Photos: Aaron Stevenson

That's right, we're havin' so much fun with the Easyriders Centerfold Tour this year we've added a Fall Tour, coming soon to a Convention Center near you. Meet the master bike builders you've seen on The Discovery Channel in person. We're talkin' custom creators Billy Lane, Indian Larry, Paul Yaffe, Eddie Trotta, Kendall Johnson, and Kim Suter. Check out their latest custom choppers as seen in *The Great Biker Build-Off* TV series.

See hundreds of custom bikes; enjoy live music, motorcycle vendors, and more. Here are the new dates:

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Nov. 6, San Diego, California
Nov. 13, Houston, Texas
Nov. 20 - 21, Atlanta, Georgia

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For more info call 800-962-9857.

—Dave Nichols

Rights And Freedoms

THE THIEVES OF FREEDOM IN LOUISIANA

They do not sneak in by the dark of night, rather they come with boasting, great fanfare and expense. Thieves of Freedom, Protectors of the Masses or Safety-Nazis. No matter what name you wish to use, they come together once a year to make decisions that will effect us for years to come. They come at our expense to make decisions using their personal experiences and desires and as usual the ones with the most money hold the power.

I learned in school, more years ago than I care to think about, that our legislators were suppose to vote the convictions of their constituents. I've been in Louisiana for the last 35 years. As a registered voter I have never been contacted by any of my legislators for my opinion on any bill or law. If you go to some of their town meetings most of what you have to listen to is how great they are and how much they have done for you, very little of the meetings are devoted to letting the voting public have their own say on matters at hand.

On March 29, 2004, the Louisiana legislative session convened. In their hearings, readings, and voting they will consider as least six bills that could/would affect the freedom of choice for Louisiana motorcyclists, and they are as follows:

SB-29, proposed by Sen. Joel T. Chaisson, websen@legis.state.la.us 225-342-2040, puts the mandatory helmet law back like it was prior to August of 1999.

SB-109, proposed by Sen. John J. Hainkel, hainkelj@legis.state.la.us 225-342-2040, basically says that the state does not have to repair or upgrade existing roadways to make them safe. If you are injured in a bike accident without a helmet, your rights to recover damages from the state are limited. This law includes seatbelts and child restraints with the same limitations.

SB-548, proposed by Sen. Max T. Malone, malonem@legis.state.la.us 225-342-2040, puts the mandatory helmet law back like it was prior to August of 1999.

HB-109, by Rep. Clara Guilbeau Baudoin, larep039@legis.state.la.us 337-896-1340, puts the mandatory helmet law back like it was prior to August of 1999.

HB-581, proposed by Rep. Derrick D. T. Shepered, larep087@legis.state.la.us 504-371-0263, puts the mandatory helmet law back and requires that anyone purchasing a motorcycle show proof that they have a helmet. Duh?

HB-1103, proposed by Rep. Shirley D. Bowler, larep078@legis.state.la.us 504-738-1922, exempts those under 18 years-of-age from operating a motorized bicycle from present law. This is to cover those cute little things that are for sale on every street corner. I wonder how many her children or grandchildren have?

In closing, I find it hard to believe that with our government spending in excess of $87 million and countless American lives to secure the personal freedoms of citizens of another country, that any legislative body in the U.S. would even remotely consider taking away the rights and freedoms of American citizens. No matter where you live, let these Louisiana legislators hear from you and how changes in the present helmet law will affect your choice to visit and spend money in Louisiana. Go to abateoflouisiana.org and click on the state seal, on the front page to get information on the progress of these bills and more.

—Ollie "Laddie" Elkins, concerned Louisiana motorcyclist

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Coast to Coast

Biker News

HOUSE PASSES TRANSPORTATION ACT; INCLUDES MOTORCYCLE SAFETY INITIATIVES: The U.S. House of Representatives voted overwhelmingly 357-56 on April 2, 2004, to approve H.R. 3550; a six-year, $284 billion transportation funding measure which includes provisions to expand state rider training programs and other motorcycle safety initiatives.

The U.S. Senate approved a similar $318 billion measure, S. 1072, the "Safe, Accountable, Flexible, and Efficient Transportation Equity Act" (SAFE-TEA), by a vote of 76-21 on February 12, but the Senate version does not include language specifically addressing motorcycle safety concerns.

Both bills will now go to a conference committee comprised of both senators and representatives to iron out discrepancies between the two and submit a final bill to the president for his signature or veto.

WISCONSIN LAW TO PROTECT HELMETLESS RIDERS: Wisconsin Governor James Doyle signed a bill on March 15, that will ensure that motorcyclists who choose not to wear helmets do not face reduced awards in personal injury cases if they are involved in accidents.

In ruling on an ATV accident two years ago, the Wisconsin Supreme Court said that a jury could consider a person's decision not to wear a helmet if they received a head injury in a crash involving a "high-speed, open air motor vehicle," and reduce the amount of lawsuit damages paid to that person by up to 100%. Wisconsin only requires helmets be worn by bike riders and passengers under 18 years old. "What we're saying in Wisconsin is that if you do something that is in compliance with the law, it will not be held against you," said Governor Doyle in signing Senate Bill 223.

S.223, which effectively nullifies the court's 2002 decision by dropping the allowable reduction amount to 0%, was authored by ardent motorcyclist Sen. Dave Zien at the request of ABATE of Wisconsin. Zien, one of the founders of the bikers' rights movement in Wisconsin

and a longtime member of the NNCOM Legislative Task Force (NCOM-LTF), says the new law prevents discrimination against motorcyclists by courts and insurance companies.

Zien maintains that helmets contribute to accidents by reducing head mobility, vision and hearing. Helmet chinstraps also can contribute to neck injuries during accidents, he said. "For the motorcycle community, we don't want to be forced to wear helmets," Zien told the *Lacrosse Tribune*.

HELMET WEARING MAY BE A TAXING PROPOSITION: Safety or protective helmets will be exempt from Pennsylvania's state sales tax under legislation sponsored by Rep. Allan Egolf, and unanimously approved recently by the House of Representatives.

"I believe it is important to encourage the use of safety helmets whether they are mandated or not," said Egolf, an avid bicyclist. "I believe that eliminating the sales tax on these purchases is an incentive to encourage helmet use."

"What parent would refuse to buy something they believed would help protect their kids because they didn't want to pay a few dollars in sales tax?" queried John Mullendore, ABATE of Pennsylvania's legislative coordinator and a member of the NCOM Board of Directors, adding "It passed 194-0." Pennsylvania repealed their helmet law for adult motorcyclists last year.

HB-417 will now be considered in the Senate. *—Bill Bish, NCOM*

Win The Bike Of Your Dreams!

THE J&P CYCLES/ EASYRIDERS BUILD-A-BIKE IS COMING!

How would you like to own the custom bike of your dreams? Better yet, how would you like your dream bike to be built especially for you? Best of all, what if your dream bike were all yours—absolutely free? Well my friends, your time may be at hand. It's that time of year again, time for the J&P Cycles/Easyriders Build-a-Bike Giveaway!

Once again John and Jill Parham of J&P Cycles have conjured up a dream ride, made from the best of the best of the motorcycle aftermarket world—and you can win it! Naturally, this little blurb is simply meant to whet your appetite for gleaming chrome and tire burning horsepower. Next month we'll reveal more about the awesome chopper that might well be yours for the taking.

We can tell you this…your dream bike will be hand-built by expert bike builder Ford Stell of Custom Chrome from one of CCI's 2004 HR3 Bike Kits. Watch over the next few months as your glorious dream bike takes shape here in *Easyriders*. Somebody has to win—it might as well be YOU! Find all the rules and regulations of this mind-melting Giveaway in upcoming ads for J&P Cycles.

I'm tellin' ya, I've got a good feeling about this and you are DESTINED to win the bike of your dreams thanks to J&P Cycles and your friends at *Easyriders*. *—Phantom*

Events

BLACK HILLS CHOPPERS

Make sure to check out Black Hills Choppers at the Sturgis Rally this year. The new company is the brainchild of master bike builder Matt Burris (formerly of Dragonbilt) and Dave Withrow (former publisher of *Hot Bike*). Together, this savvy team is going to build wild-ass choppers, create new parts and accessories for your bike and also offer a line of too-cool threads to wear. Look for their latest custom ride soon right here in *Easyriders*. In the meantime, visit www.blackhillschoppers.com or call Matt at 605-645-1123 for more info. *—Capt. Jack Sparrow*

Legalese

Putting Teeth Back Into The Existing Law

It was June 22, 2002. Six motorcyclists were riding from Ames, Iowa, to Anamosa, Iowa. Just some old buddies and the open road, when on a stretch of highway a van drifted across the center line. Two bikers were critically injured and three were dead."

What you just read are the opening lines from an ABATE of Iowa Public Service Announcement (PSA) promoting motorcycle awareness. It's available for download at www.abateiowa.org. Just scroll down and select PSA-1. The event it relates to is factual, and the pain and loss that the survivors and loved ones have lived with ever since it happened is far too real.

On January 15, 2003, the Iowa legal system had the opportunity to promote a little healing amongst the family members of the crash victims. Instead, a jury dished out a little salt to rub into the wounds of the families and found the driver of the van that ran these men down not guilty of vehicular homicide.

Evidently, the prosecution was required to prove recklessness and couldn't, or at least the jury didn't think the prosecutor had, even though it was a commercial van and the driver hadn't slept in 25 hours. I would think that making the decision to drive, considering the circumstances, was more than a little reckless, but Iowa law supposedly does not require proof of recklessness in a vehicular homicide case.

Unfortunately, the Iowa Supreme Court "interpreted" that the legislation "implied" that recklessness had to be proven. There is also the distinct possibility that the prosecutor dropped the ball by dismissing three counts of involuntary manslaughter and by not filing a request for the judge to consider enhanced sentences for the two traffic violations he was convicted of.

The only thing we know for certain is that ABATE of Iowa's legislative committee voted unanimously to work on fine tuning the existing legislation to clarify its original intent and put some teeth back into it. We'll never be able to bring these riders back, but we might be able to ensure that in the future, Iowa's motorists will be held accountable when their carelessness results in a fatal outcome.

—Tim Nelson, MRF State Rep.
ABATE of Iowa

Rider Ed

Does Rider Ed Work?

That question seems to pop up from time to time, often from the most unlikely sources. Just asking the question is not wrong, after all I'm asking it right now. But, I know the response that I

CONTINUED ON NEXT PAGE

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Does Rider Ed Work? Continued

expect to hear: "Yes, rider education does work."

Sources in Indiana have concluded that rider education has saved nearly 500 Hoosier lives. That state has experienced declining accident, injury and fatality numbers since the implementation of a legislated rider education program in 1986. In 1997 there were only 44 motorcycle fatalities in Indiana, the lowest number in history, while registrations continued to increase. More riders and fewer fatalities, something worked. Keep in mind that no other factor could be identified as contributing to this decline. No legislation had been changed, and no notable changes in enforcement or engineering had occurred. Rider education stood and still stands, alone.

In recent years, some government agencies have questioned the effectiveness of motorcycle safety training. An organization representing the insurance industry went so far as to call training "risky." I still haven't figured that out. Anyway, I've been involved in rider erucation for about 20 years and there have been countless people approach me and say, "You may not remember me, but I took that class and you saved my life. I was riding down the road and this Buick pulled out in front of me. I heard you in the back of my head telling me what to do. That class is the reason that I'm here today."

I know motorcycle safety classes are effective. I've seen it. I've heard it. If you are one of these people that have first-hand knowledge that a motorcycle rider course works, jot down a note or an e-mail and send it to us so we can get an idea of just how well it works. Thank you in advance for your assistance in this project to help us quantify the success of rider education. Please send your responses to ABATE of Indiana, Attention: Jay Jackson, P.O. Box 665, Bargersville, Indiana 46106, or you may e-mail them to jay@mrf.org.

—Jay Jackson, ABATE of Indiana

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Tinsley Ellis' latest release, *The Hard Way*, on the Telarc label, comprises a dozen tracks that explore the harder edges of everyday life. If you've seen him perform at an *Easyriders* Bike Show or at the big Sturgis Rally, you know the moving sound you're in for. Contact Mike Wilpizeski at 718-459-2117 or e-mail mikew@telarc.com. *—Nomad*

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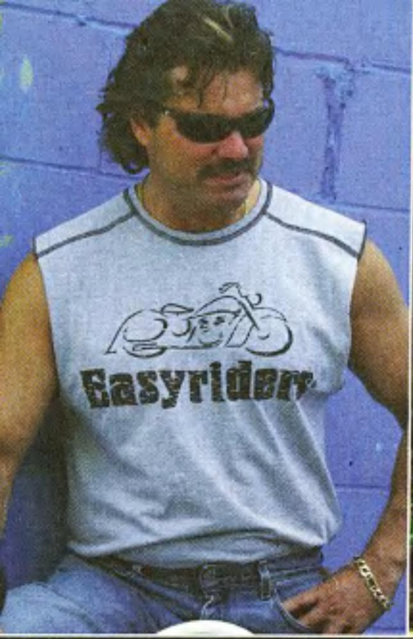

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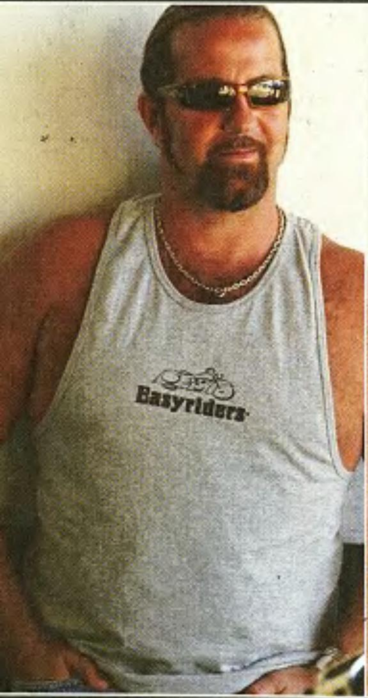

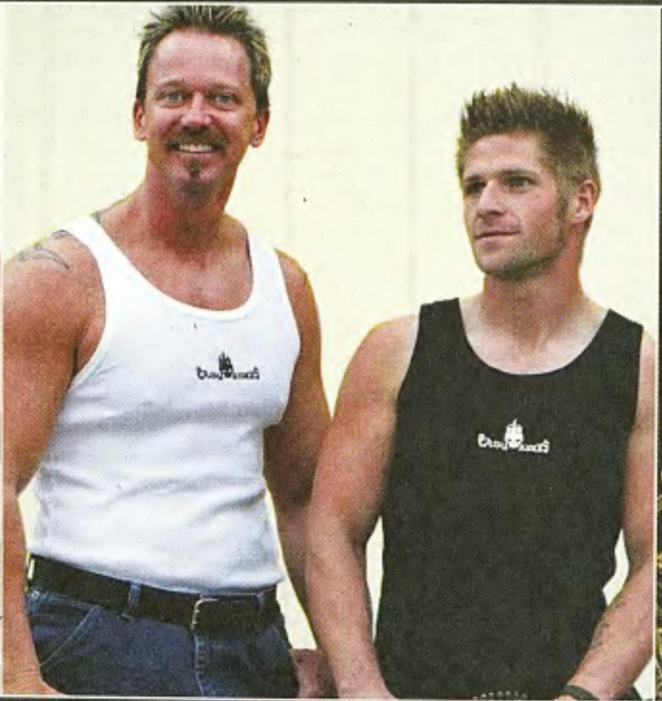

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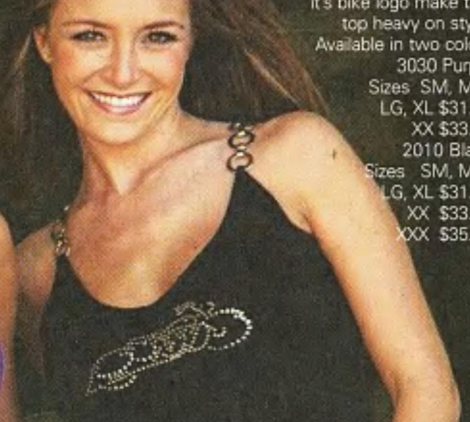

National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a,4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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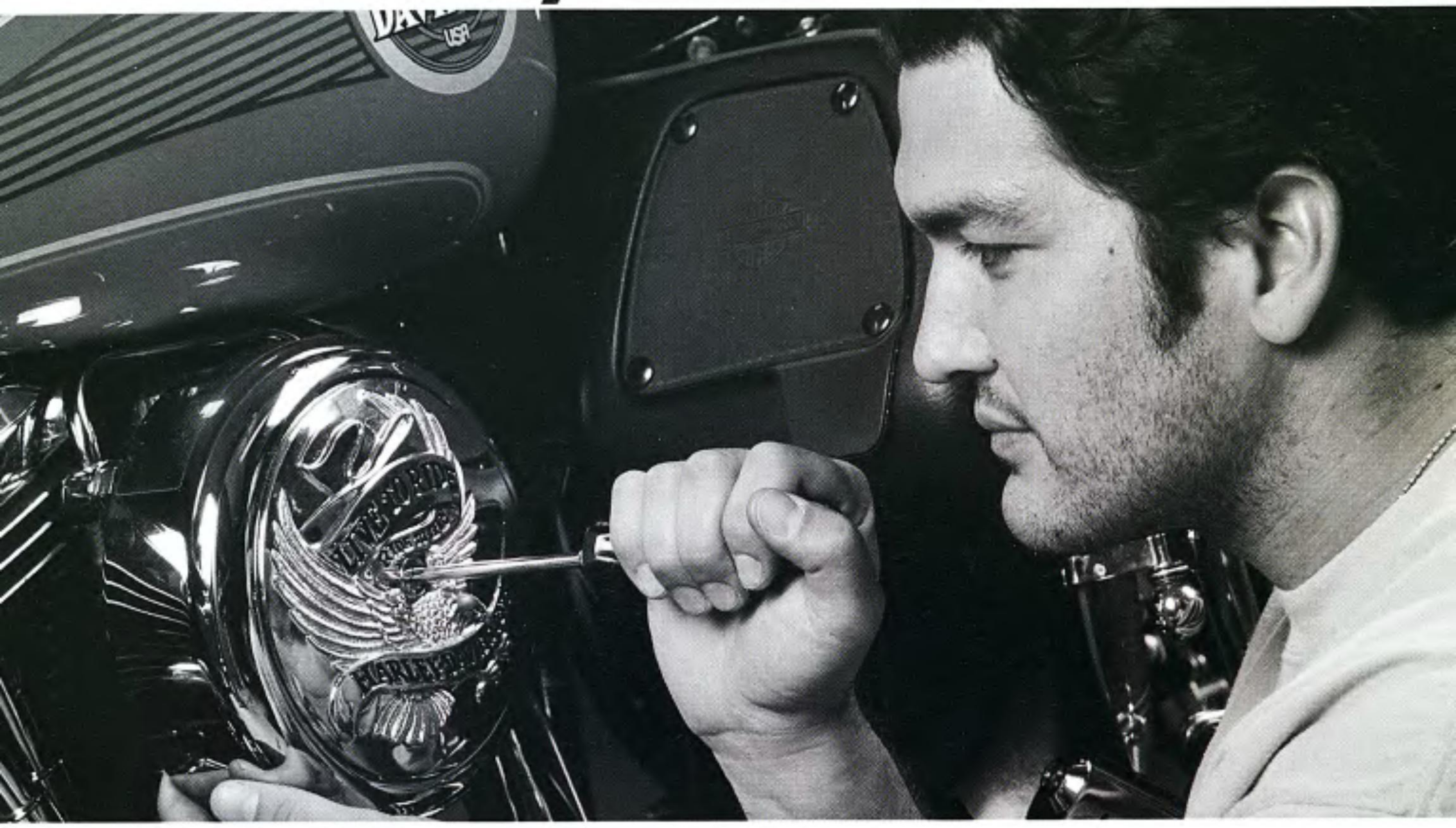

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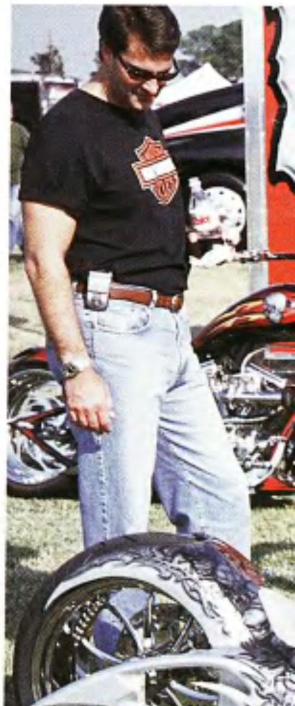

NEW ORLEANS AT ITS FINEST

The Steel Pony Express

New Orleans is the South's party central, bursting at the seams with adventures for your senses. Delicious food and drink, mind-bending music and tantalizing women…and the friendliest folks you'd ever want to be handing your dimes to. New Orleans has it all and then some, and this sensory overload is whipped to a frenzied climax when combined with the annual running of the steel ponies, the Steel Pony Express, that is.

Gathering last October for the sixth year in a row, those ponies came in unprecedented numbers. They had outgrown Zephyr Field, their previous gathering grounds, and met up for the first time on the vast grazing fields of the University of New Orleans Arena, on the shores of Lake Pontchartrain. Of course, it was those ponies that brought the majority of the 50,000 people who attended the event, so you can imagine how much steel glittered under the humid Southern sun that weekend.

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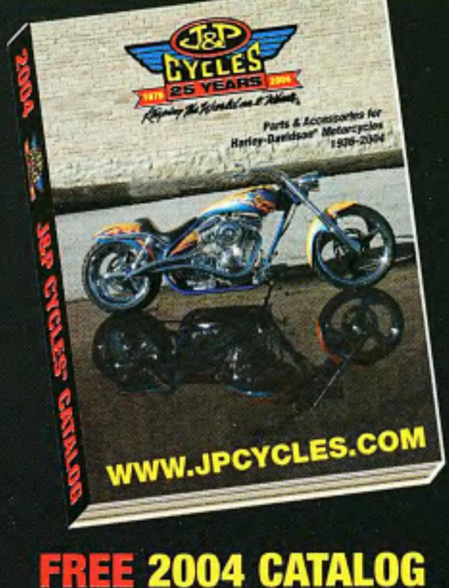

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As usual, a big welcome party was held at the nearby Dock After Dark the evening before, with lots of people jamming the deck, a live band rocking the place, and Billy Lane and Indian Larry officially kicking off the weekend, signing everything including bare breasts.

The university compound was split up into two major areas: one for the vendors and their endless rows of booths, the music stages, and other goings-on, a second one called Big Rig Row, where huge displays

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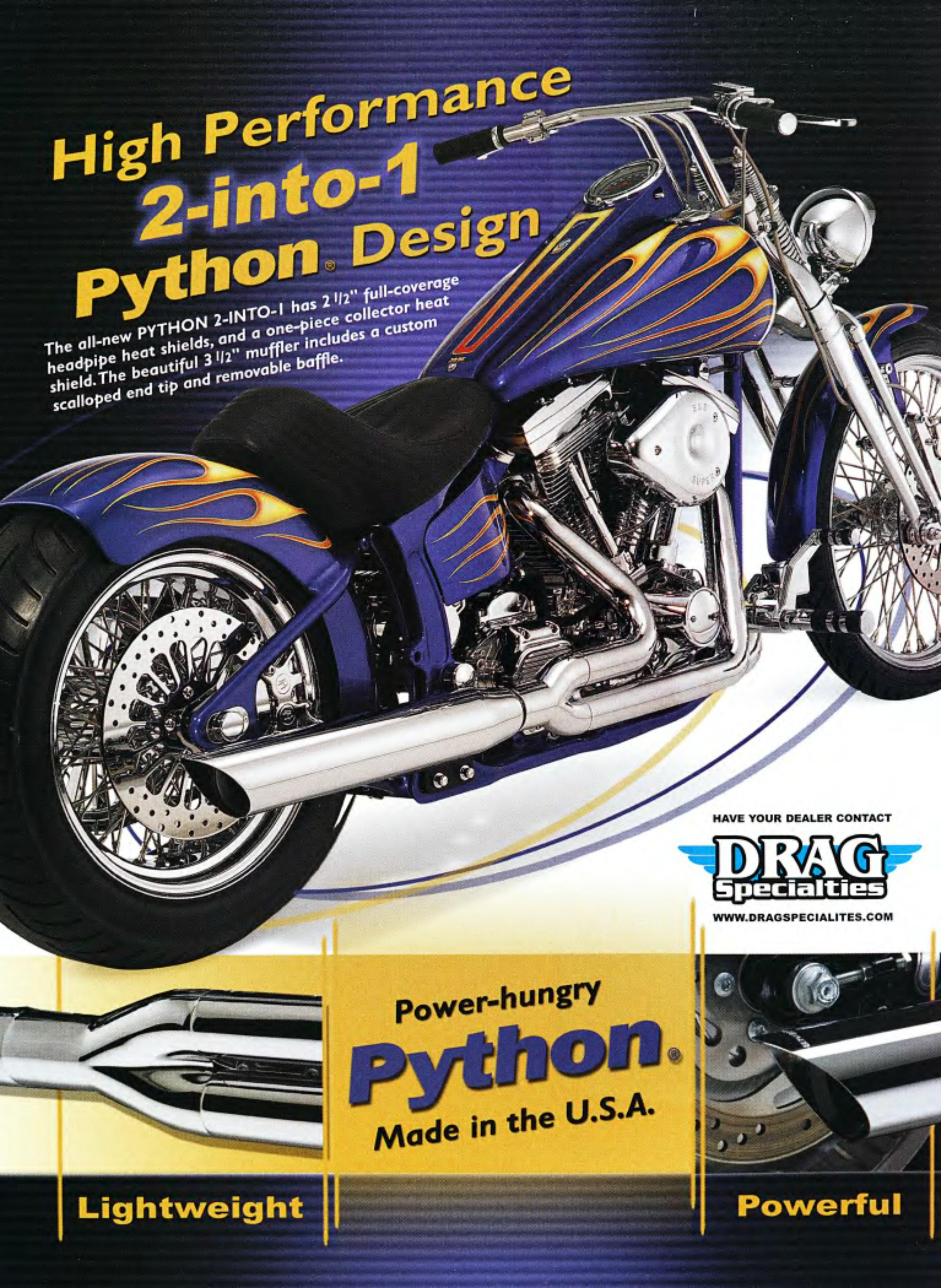
from major companies like Big Dog, American IronHorse, J&P Cycles, Custom Chrome, Drag Specialties, and many more were set up. You could also meet some of the major custom bike builders like Arlen Ness, Dave Perewitz, Jesse James, and Paul Yaffe. More than 250 vendors were set up in total, selling everything from motorcycle parts and accessories to shades and helmets, even though you don't need a lid to ride in Louisiana. At least not yet...pay attention Louisiana riders!

Sitting in the hospitality tent and watching the masses, it was hard to imagine that this huge gathering started out more than a decade ago as a small run benefiting the local Children's Hospital, when it was called Dogs on Hogs. Karol Brandt, whose idea the benefit was, has turned the event into the monster it is today, and together with her husband, Gary Sullivan, she pays attention to the minutest details, which is probably her secret to the event's tremendous success.

Highlights? You want highlights? There were so many, it's hard to know where to start. Well, let me begin by emphasizing the never-ending crowd crowding (since that's what crowds do best) around the rig the folks from Orange County Choppers had set up. An endless line inched its way past the Teutuls of OCC, clamoring for their autographs and a chance at shaking their hands.

That weekend, OCC wanted to unveil their POW-themed bike on the main stage as one of the major events, but unfortunately, the platform on their rig was jammed for an hour, and then the bike wouldn't start due to a faulty starter motor. Didn't matter much to the crowd; they were just happy to see their favorite television wrenches come to life before their very eyes.

Other custom bike builders who were on hand to meet and greet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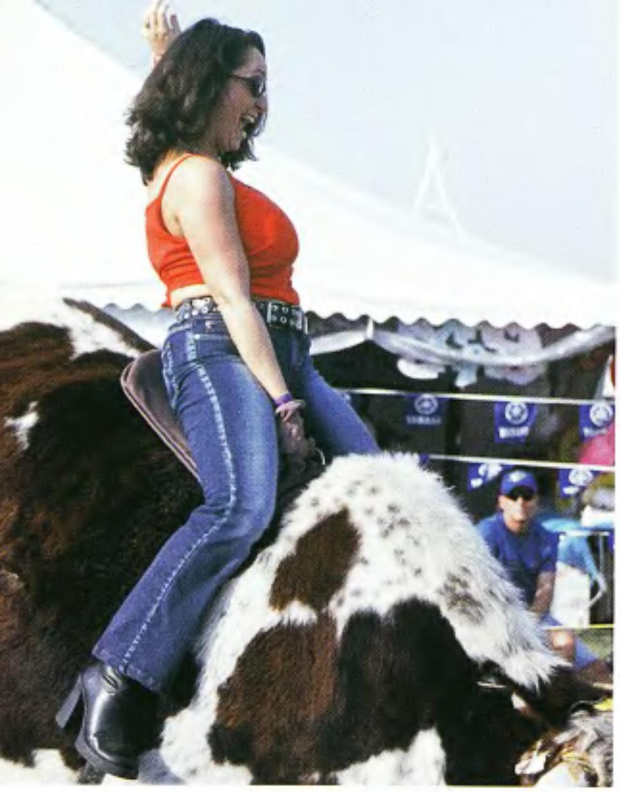

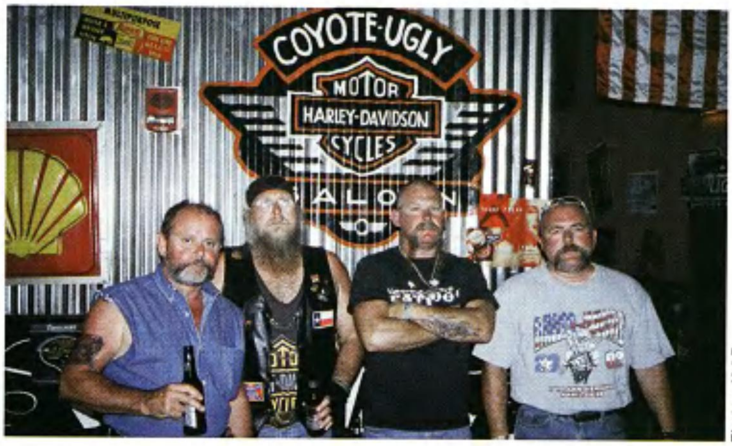

Photos: Kai R.

were, of course, Billy Lane and Indian Larry, who hung out in adjacent booths, as well as Dave Perewitz, Kendall Johnson, Jim Nasi, and local wunder-wrench Ivy Trosclair Jr. and his dad. There was also a ride-in bike show, helicopter rides over the event site, and great organized rides to different destinations around New Orleans.

You could kick back and check out the Hardly Angels Motorcycle Drill Team on a nearby strip mall parking lot, tremble in fear at Rhett Rotten's death-defying stunts on his Wall of Death, or get all aroused by watching the Purrfect Angels turn it up and turn 'em on.

For your listening pleasures, there was, among others, Aaron Tippin, those oldies but goodies, Styx, and—talk about flashbacks—Creedence Clearwater Revisited. Who needs drugs when you have all that?

In case you felt like you were starvin' after all that action, you had tons of food at your disposal, from crawfish pie and jambalaya to shrimp Creole and every other local delicacy New Orleans is so famous for.

Most importantly, however, and probably the one ingredient that sets this rally apart from every other one I've been to (and that's a pretty big number over the years) is the incredible Southern hospitality.

Karol and her crew will go out of their way to make sure you, the guest, are having the best time possible. They'll even whoop your ass, if that's what it takes.

This year's event is slated to run from October 28th through the 31st, coinciding with Halloween. Mardi Gras is one thing, but if you've never been to New Orleans during Halloween....

To find out more about what Karol and Co. have in store for you this year, check out www.steelponyexpress.com. You won't want to miss this one.

—Red Baron

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MAN OF STEEL

The artist who created these exquisitely detailed masterworks in steel prefers to remain a mystery man. What is known about him is that he works in the eastern part of the country, and his cloaked identity is known only to a select few, a long-forgotten outlaw remnant branch of the Illuminati, truth be told. His agent, Ellis Johnson, screeched in his crow-like voice that if he told me the artist's name he'd be forced to kill me. Since I wish to live to the ripe old age of 144 ("a gross"), we'll simply call this mystery man "The Enigma."

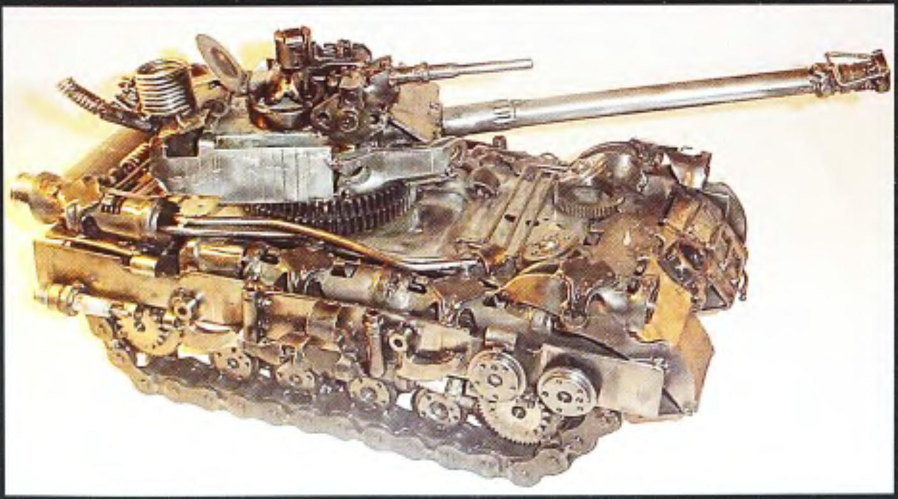
What we can tell you is that the shadowy Enigma creates these amazing pieces out of found items like spark plugs, chain, gears, bolts, screws, springs and all other kinds of old junk parts. The art works are of 100% hand-welded construction, and each piece is a one-of-a-kind object d'art suitable for adorning the finest mantle, bar or garage.

The larger motorcycles are about 2 feet long and 1 foot tall. They feature rubber tires and working front forks. Very intricate in construction, they sell for $250. The artist also is building smaller motorcycles, about 8 inches long, with a proportionately smaller price tag of $40.

The massive *Alien*-inspired statue stands about 3 1/2 feet high, and can be yours if you act quickly, for the bargain price of $2,000. The smaller *Predator*-inspired piece is about a 1 1/2 feet tall and commands $275. Also available is a series of American fighting tanks, like an Abrams, a Bradley, and others that sell for $250 each.

The artist will also do custom work on a piece-by-piece basis, which can be negotiated through his agents. If you would like to own one of these unique pieces, or if you are a chronic crank caller, contact Ellis Johnson at 360-501-4738. If you are an Internet spammer looking for new victims (just kidding) try him at ellisfj@netzero.net. Be sure to put something in the subject line about seeing this in *Easyriders* so he knows it's from us.

—Kit Maira



Photos: provided by Jennifer Johnson

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TalkingTech

OLD AND BUSTED

I am tired of seeing my kid pull away from me on his V-Rod like I am stupid. It might sound crazy, but I am going to have an S&S 124 motor put in my 2003 Ultra Classic. S&S says 130 horsepower for the 124. Is this correct? Also, will the stock brakes and exhaust be efficient for a 124-cube engine? I like the quietness of the stock mufflers, but is there something else you would recommend?

Joel Felcher
Miramar, Florida

If it's tuned right, the 124 can easily make 130 horsepower. You have an Ultra, so I am guessing that you plan to get the VFI 124 with S&S's proprietary fuel injection. Instead of having to go to the trouble of fine-tuning a map, stick with one of the exhausts that S&S has developed a map for. At this point that includes the slip-ons from Samson, Screamin' Eagle and Vance & Hines, plus the White Bros and Vance & Hines 2-into-1s. S&S may have more maps by now, and it would probably be worth calling 608-627-1497 to find out. None of the performance pipes will be as quiet as your stock cans, but they're worth 20 or 30 horsepower.

The stock late brakes will work fine, it's those damn Dunlop 402s Harley insists on that will limit your braking ability. Replace them with Dunlop 491s or Metzeler 880s and you'll be good to go. They'll stop better than the OE tires and last longer too.

One more thing. You'll have a choice between S&S's standard teardrop air cleaner and tuned runners when you order the VFI engine. The looks of the runners take a little getting used to, but they have a major edge on the dyno. Above all else, big horsepower is fine if you're a trained rider. If you're not, riding above your abilities is a disaster waiting to happen.

DOES SIZE MATTER?

With all of the hype about big engines, why don't you see more about superchargers and turbochargers? Are they as easy to install as the manufacturers say, and are they reliable?

John Bigbooty
Martians Grove, New Jersey

Being one of those big engine hypists, I don't have any firsthand experience with turbos or blowers on motorcycles. I have a fairly reliable buddy who rides a turbo, and he swears by them on both of the counts you asked about.

100 horsepower is realistic for a stock-compression, stock-displacement Evo or Twin Cam with a turbo or blower. You'll need more boost than the bolt-on kits provide to get much past that.

Forged pistons would be a good idea if you start looking for more power, which would give you the opportunity to lower your compression ratio too. Talk to the turbo/blower manufacturer for his recommendation, but 8:1 is the number that I've always heard recommended for street applications with moderate boost. Even with that, you may have to find a source of 100-octane gasoline to control detonation. Click on to www.aerocharger.com or www.rbracing-rsr.com to get more information.

If you don't find what you're looking for there, give Brian Perkins of Perkins Performance a call at 608-647-2611. You might get an answering machine, but leave a message and Brian will get back to you. He has a knack for getting the most out of turbos, and EFI doesn't intimidate him a bit.

SPEED WOBBLE

My '98 Road King went into a wobble at 90 mph the other day. It scared the living shit out of me and I don't want it to happen again. What can I do to prevent this in the future?

Keith Palotas
Long Beach, California

Obey the speed limit like you're supposed to, dude, and you'll stay out of trouble. Yeah, right.

Aerodynamics are the first thing to suspect since your bike is still new enough to be reasonably tight. If you had your windshield on, I'd almost guarantee that's the cause. If you didn't but your bike has apehangers, I'd almost guarantee they are the cause. Apes are cool, but they are not a good choice for high-speed riding.

Otherwise, check your tires for the correct pressure. You should have somwhere around 35 psi front and rear. After that, check all of your nuts and bolts, especially the swingarm and axle nuts, then look for worn swingarm and wheel bearings. Again, ride within your capabilities.

AIR RIDEABILITY

I like the idea of being able to lower my bike at will with the push of a button and am thinking of buying a set of Legend air shocks for my 1998 FXSTC. Have you heard anything bad about them?

Lloyd the midget
Bellingham, Washington

Jesse Jurrens was one of the first to come out with an adjustable air ride suspension. The Legend Air Ride is easy to install, reliable, and delivers a killer ride. Lowering a bike at will, as you said, is cool enough, but what's really cool is being able to dial the suspension in on the fly for rough roads. However, be careful NOT to let out too much pressure. If your fender hits the wheel while you're traveling down the freeway and all your air is gone…it's gonna mean trouble. Also, these suspensions are great when it comes to accommodating extra gear or fat chicks.

OEM CONUNDRUM

I have a 1959 Sportster with the original DC Linkert carburetor. It's starting to act up but I hate to replace it with an S&S or Mikuni because the bike is fairly original and I'd like to keep it that way. Do you know where I might send it for a rebuild?

Miss. Ing Link
Stroudsburg, Pennsylvania

Thirty years ago DC Linkerts were a dime a dozen at any respectable swap meet, but that was then. Now, I'd suggest that you contact Conan's Classics in Tulsa, Oklahoma. Call 918-641-1192 or e-mail conan@conansclassics.com.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

Hot Spot
the inside story on Great Sex!

by Jamie Ireland

Learning "The Ropes"...

This month I got a letter from a reader in Texas about a "little secret" that has made her sex life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

Tina writes:

Dear Jamie,

Last month my husband returned from a business trip in Europe, and he was hotter and hornier than ever before, with more passion than he has had for years. It was incredible. He flat wore me out! And the best part of all—he was having multiple orgasms. I know what you're thinking... men don't have multiples, but trust me he was, and his newfound pow! pow! power! stimulated me into the most intense orgasms I've ever had. So, before we knew it, we were both basking in the glow of the best sex of our lives!

We tried tantric stuff in the past, and the results were so-so. But this was something new and exciting, completely out of the ordinary. I asked my husband what had created such a dramatic change in our lovemaking and he told me he'd finally learned "the ropes."

On the last night of his business trip my husband spent an evening dining out with a Swedish nutritionist and his wife of 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle from his satchel and gave it to my husband. The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes the supplement every day. The supply from the nutritionist is about to run out and we desperately want to know how we can find more. Do you know anything about "the ropes," and can you tell us how we can find it in the States?

Sincerely,
Tina C., Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about "the ropes" and the supplement your husband's Swedish friend likely shared.

The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Ogöplex Pure Extract™. It's a daily supplement specially formulated to trigger better orgasmic experiences in men. The best part, from a woman's perspective, is that the motion and experience a man can achieve with Ogöplex Pure Extract can help stimulate our own orgasms, bringing a whole new meaning to the term simultaneous climax!

The term used by the Swedish nutritionist is actually fairly common slang for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as ropes because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming and coming."

As far as finding it in the States, I know of just one importer—Böland Naturals. If you are interested, you can contact them at 1-800-778-6536 or ogoplex.com. Ogöplex is all-natural and safe to take. All the people I've spoken with have said taking the once-daily tablet has led to the roping effect Tina described in her letter.

Aren't you glad you asked?

Jamie Ireland

Jamie Ireland

TOP 10 BIKES

It's that time of year again, when we pick the top 10 bikes of the year. We do this in a very scientific manner; we all sit down and argue about which bikes we each like. Some of us are dresser types, you know the graybeards, others are chopper riders and then we have guys who want to ride anything any time. The main criteria (like that word, we got it off the back of a health food bar somebody's ol' lady packed in his lunch) is that the bikes must be full production types, DOT-approved and available in the Kelley Blue Book. Anyway, back to the bikes, after the words stop and the beer starts, we pretty much have the list figured out. To keep from re-igniting any arguments, we rank the bikes in alphabetical order by manufacturer.

These bikes come from manufactures that are big—Harley and Victory have sales that are measured in the billions of dollars, that's with a big "B"—and others that are medium to small companies. But, they all have a common thread: They build bikes that are made to be ridden. It's like the man said, "There's a seat for every ass." There was one manufacturer that was on our lists for the past couple of years that fell off the end of the road—Indian. We will miss them. Just before they went tits-up they showed us their new 2004 Scout and it was quite a step up from the '03 model. Oh well, such is business.

This year's list is split 60-40 in favor of choppers over cruisers. This is right in line with current custom bike building trends, which small manufacturers can adapt to more easily than large corporations. Each of the choppers on our list is unique in its own way. The four cruisers are also first class rides. This is the first time that a Sportster made the cut; the new rubber-mount chassis makes this a very good riding bike. The other thing that separates the two types of bikes is that the choppers come as customs with all of the expected trimmings, while the cruisers are bone-stock rides that you can dress up to your own taste.

Enough said, it's show time....—*Bugle*

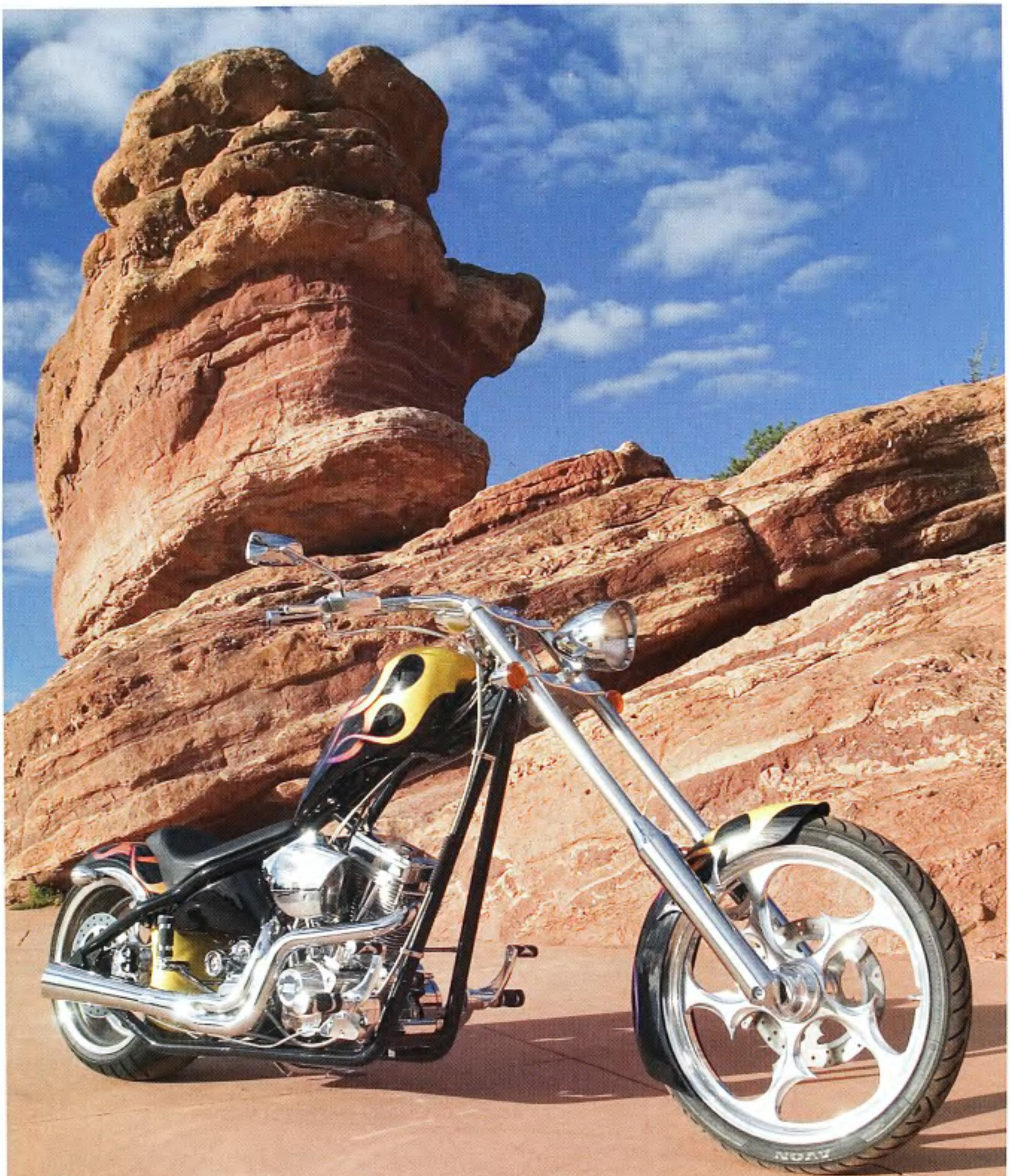
American IronHorse Texas Chopper

Located in Fort Worth, Texas, American IronHorse has been building factory custom bikes since 1995. For 2004 they offer seven models of custom motorcycles. They make the majority of the parts right in their own factory. All American IronHorse bikes feature super-reliable S&S motors, digital ignition systems, 32 amp charging systems and DOT approved lighting.

This is the second year that their Texas Chopper has been on our list. It is easy to see why it is their best-selling model. With its up-and-out-style frame, fat rear tire, fully polished 111-inch S&S motor, 6-speed transmission, 1-piece stretched gas tank and billet forward controls this is a serious chopper. Other vital statistics include: swingarm-style frame with 4-inch top-tube stretch and 8-inch down-tube stretch; 10-inch over fork with 38-degree rake; 240 x 18 rear tire covered by a strutless fender; 21-inch front tire; matching polished wheels, rotors and drive pulley; polished billet accessories.

American IronHorse Motorcycles come with a 2-year unlimited warranty on the base model Texas Chopper.

For more information and to find a dealer near you, call 817-665-2000 or visit www.americanironhorse.com.



Big Dog Motorcycles Ridgeback

2004 marks Big Dog's 10th anniversary, over those years they have produced a number of exciting bikes. Out of Wichita, Kansas, these boys have quietly cranked out over 5,000 motorcycles. Last year their chopper was on our list, this time we went for the new Ridgeback.

The Ridgeback is a bitchin' little rigid-frame bar hopper. With a 107-inch S&S motor driving a 250 rear tire, through a Baker 6-speed tranny, this dog can run. The bike's 37-degree rake, with a 12-inch over front end and short rear section make for killer looks. Other than the aforementioned motor and transmission, the brakes from Performance Machine are the only parts on the bike that aren't made by Big Dog. They have added all of the custom goodies such as the side-mount plate and billet wheels and pulley. Some of their touches are ahead of the pack like the speedo with LED warning lights around it that seems to grow out of the top triple tree, vibration damped mirrors, billet fork brace and LED taillight.

If you want more information check the road test in *Easyriders* magazine issue No. 370. If you want to call the factory and find out about a dealer in your local area call 316-267-9121 or visit www.bigdogmotorcycle.com.

Big Bear Choppers Merc

Big Bear Choppers is situated on the top of a mountain 70 miles east of Los Angeles. Kevin Alsop and his crew have been building complete bikes and kits for six years. Their Venom chopper was on last year's list. Even though the Venom is still in production, we picked their new BBC Merc for '04.

The Merc may be a new model for 2004, but its styling is timeless. It is a chopper out of the past: rigid frame with a 15-inch over springer front end, kickstarter and chain final drive. What a sight to behold, the 90-inch wheelbase and 48-degree rake look like 1970 all over again. The only give-away to modern times is the 250 rear tire and 96-inch S&S motor. The bike comes with a full line of custom accessories: hand controls and brakes by Performance Machine along with a BDL open primary drive, 60-spoke stainless steel wheels and a custom-embroidered seat by High End. Just in case your leg ain't up to the task, they offer an electric start option.

For more information call 909-878-4344 or visit them online at www.bigbearchoppers.com.

BMC Choppers No Limits

BMC, aka Big Mike's Custom Choppers, has a reputation for choppers with attitude. Their No Limits model is definitely cut from that cloth. With factories in Bend, Oregon, and Santa Cruz, California, they have made some real runners. This is the first year that they have been in our top 10, but this bike deserves it.

The No Limits has an understated look to it. There's a minimum amount of shine and a lot of black. The rims, hubs, exhaust, triple trees, brake calipers and forward controls all have a dark finish to them. Even the air filter element has a black cover. The frame is a kicked-out single downtube rigid model that points the gas tank at the sky and the fork out into the next county. Powered by a RevTech 100-inch motor that is hooked up to a RevTech 6-speed, this bike has all of the tools to put your license in jeopardy.

To get the full scoop call 541-312-2760 or visit them online at www.bmcchoppers.com.

Harley-Davidson, Night Train Softail

Neither Harley-Davidson nor their Softail bikes need much of an introduction. But for you folks that have been under a rock for the past 20 years, yeah, that's how long ago the original Softail came out, we offer the following.

Any one of the six Softail models could have made our list, but we thought that the blacked-out Night Train fit into our style best, besides it is the opposite of all those silver 100th Anniversary bikes running around. The Softail is fit with a Twin Cam 88B series motor, which means it has two balance shafts. The B motor has completely changed the ride of the Softail, gone is the need to stretch every 75 miles or so. A Heritage Softail Classic, with its saddlebags and windshield is now a legitimate touring bike. Even though H-D will make about a zillion Softails this year, the factory and aftermarket suppliers have enough custom parts available for them that a year from now, no two of them will be alike.

With 660-plus Harley dealers around the country, you shouldn't need a number, but here it is anyway: 800-588-2743 or visit online at www.harley-davidson.com.

Harley-Davidson, Road King Classic

The second in our trio of Harleys in the Top 10 is the ever-popular Road King Classic. This bike, in one trim or another, has been on our list since we started. Road Kings offer style as only H-D can do, and it is among the best rides out there. It could be said that this is the bike Indian went broke trying to beat; they never even came close.

Built on the FLH frame the Road King has most of the comfort of a dresser and better handling than either the Softail or Dyna Glide models. It can be converted from a touring bike to a cruiser in a few seconds by removing the quick-detachable windshield. Although the bike comes with a rather anemic 88-cubic-inch Twin Cam motor Harley and a number of other companies make performance kits to boost the displacement up substantially. Again, there are enough custom parts out there for Road Kings so that fitting out one is like being a mouse in a maze.

If you want more, see your local dealer, visit www.harley-davidson.com or better yet find out when their test ride fleet gets to your area and go for a putt.

Harley-Davidson, Sportster 1200 Custom

This is the first time that a Sportster has made it to this end of our book. For 2004 Harley did a complete makeover on the line and they have earned a place in the Top 10. The new rubber-mounted Sporty is a good ride. Back in the days of the 3-gallon peanut tank the story was that the amount of gas it held was proportional to the miles a rider's body would go before they needed to walk the pain off. We ran stories about the riders that went from either coast to the Sturgis Rally on a Sportster; they were the real iron butt riders. Well, that is all about to change; the 2004 Sportster can be ridden as far as a Dyna any day.

Even though the new Sportster looks like last years model, it is such a radical change that the taillight lens is about the only part that was carried over from 2003. The 1200 Custom is available in 11 colors and it has a black powdercoated motor with chrome covers. Speaking of the motor, the new 1200s feature high-compression cylinder heads, hotter cams and a better ignition map. All of this adds up to more power, but we couldn't tell the difference from the 2003 model, this is because the 2004 rubber-mounted bike is 68 pounds heavier. One thing we did notice was how much better the new bike handled. The factory claims that the new frame is 30% stiffer than last years. The Sportsters have a 60-inch wheelbase and ride on a 150 rear tire. For improved stopping Harley went to a 4-piston caliper that has been used on Buell models. For 2004 the gas tank is a 4.5-gallon peanut style that should go for 165 miles before you will need a fill-up.

So, if you're looking for a great mid-sized road bike the new Sportster is an E-ticket ride. See your local dealer or go online at www.harley-davidson.com.

Titan Motorcycle Company Phoenix

Titan is one of the oldest clone builders around. What's "clone builder" mean? Well it goes back to the mid-'90s, when you couldn't get a new Harley unless you waited a year and then paid beaucoup greenbacks over list price. In this vacuum of the genuine ride, a number of companies started assembling bikes that looked like a Harley, only they used aftermarket parts. Hence the name clone.

Back to the Titan brand, they use some of the best parts out there, Daytec frames, S&S 112-inch motors, Performance Machine brakes, Supertrapp exhaust and Progressive Suspension shocks. The Phoenix has a 54mm wide-glide inverted fork, polished billet wheels with a 21-inch out front and a 180 x 16 in the rear. When we sat on the bike our hands and feet migrated naturally to the billet controls. This bike is a real hot rod that we would be proud to own.

For more information call 602-678-4826 or visit their Web site at www.titanmotorcycle.com.

Victory Motorcycles Kingpin

Victory Motorcycles gets the title "major" not because they were in the Army or something, naw, it's 'cause they are a division of Polaris Industries. Polaris gets its dough from snowmobiles, jet skis and ATVs. They take the profits from that stuff and dump them into the bike business, sounds pretty cool. Ever see the movie *Money-Pit*? Well for the first couple of years that they were making bikes, the boss at Polaris must have felt like he was the star. Then they hooked up with Arlen and Cory Ness and started making bikes we liked.

So here it is 2004 and Victory introduced the Kingpin model. We liked it and to see the sales figures a bunch of other riders do too.

There's the 92-inch motor complete with overhead cams and four valves per cylinder. It has a gear type primary drive with a solid 5-speed tranny. The frame has a single rear shock with a linkage system that increases the spring rate for bigger bumps and a forged aluminum swingarm. The 180 rear and 130 front tires ride on 18-inch forged rims; all are halted with 4-piston calipers. The front forks are of those inverted-cartridge types and are made out of polished aluminum. The seat was so comfortable we would still be riding it if they hadn't asked for it back. Give them a call at 763-542-0500 or visit www.victory-usa.com.

Vengeance Motorcycles Raider

The saying goes, "Don't judge a book by its cover," except in our line of work we try not to judge a bike by its name. But every once in a wile we bite on the name alone. Such was our beginning with the Vengeance Motorcycle Company. It all started two years ago, we got a call and then a letter from Vengeance Motorcycles giving us all the standard jive on a line of custom bikes out of Mira Loma, California. Well the name caught our eye and then the photos of the bikes got our direct attention.

The Raider model has a stretched, 2-inch top and 6-inch downtube frame with a 10-inch-over fork at a 40-degree rake. The stretched tank sits over a mighty 113-inch S&S motor that's breathing in through an S&S Super G carb and exhaling into drag pipes. There's a 250 rear tire, strutless rear fender and custom solo seat out back. Stopping is helped with dual front and single rear brakes, all Brembo 4-piston units. All of the accessories are machined from billet and most of them are chromed.

If you are intrigued by the name and looks, just like we were, then give Vengeance a call, at 909-681-2900 or visit www.vengeancemotorcycles.com.

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PAUL YAFFE'S DISCOVERY DRAGON BIKE

FIRESTARTER

This long, red dragon of a bike looks a little familiar, doesn't it? It should. This is the motorcycle Paul Yaffe put together for that wildly popular Discovery Channel TV series, *The Great Biker Build-Off*, and since debuting on the small screen it's been all over the country on the Easyriders Centerfold Tour of bike shows around the country.

Paul began noodling on this bike over a year and a half ago, calling it "The Phantom" as a tribute to *Easyriders* editor "Phantom" Dave Nichols. Paul decided that this "signature" custom ride would be made from the best aftermarket products on Earth starting with a TP Engineering 124-cubic-inch motor, and a Baker 6-speed trans. "When I was contacted by the Discovery Channel to do the *Build-Off* show," Paul says, "I thought The Phantom would be the perfect bike for the show."

As we all know the bike was completed for its TV debut in just 30 days for *Build-Off* competition No. 4 with Indian Larry. "And honestly," Paul says, "other than seeing Larry in one of those original *Motorcycle Mania* shows I knew very little about the guy. Other than learning that he could ride a motorcycle standing on the seat."

After seeing that, Paul figured he'd better do something dramatic if he was going to keep from being upstaged. What Paul came up with was a super-powerful flamethrower system able to spit fire 30- or 40-feet back. "I thought that if Larry pulled that trick of getting up on the seat," Paul says, "at least I could light him on fire!" Paul didn't have to resort to those pyrotechnics on TV, but lighting the fire at the Sturgis Rally and Races a few months later did land him in jail for the night.

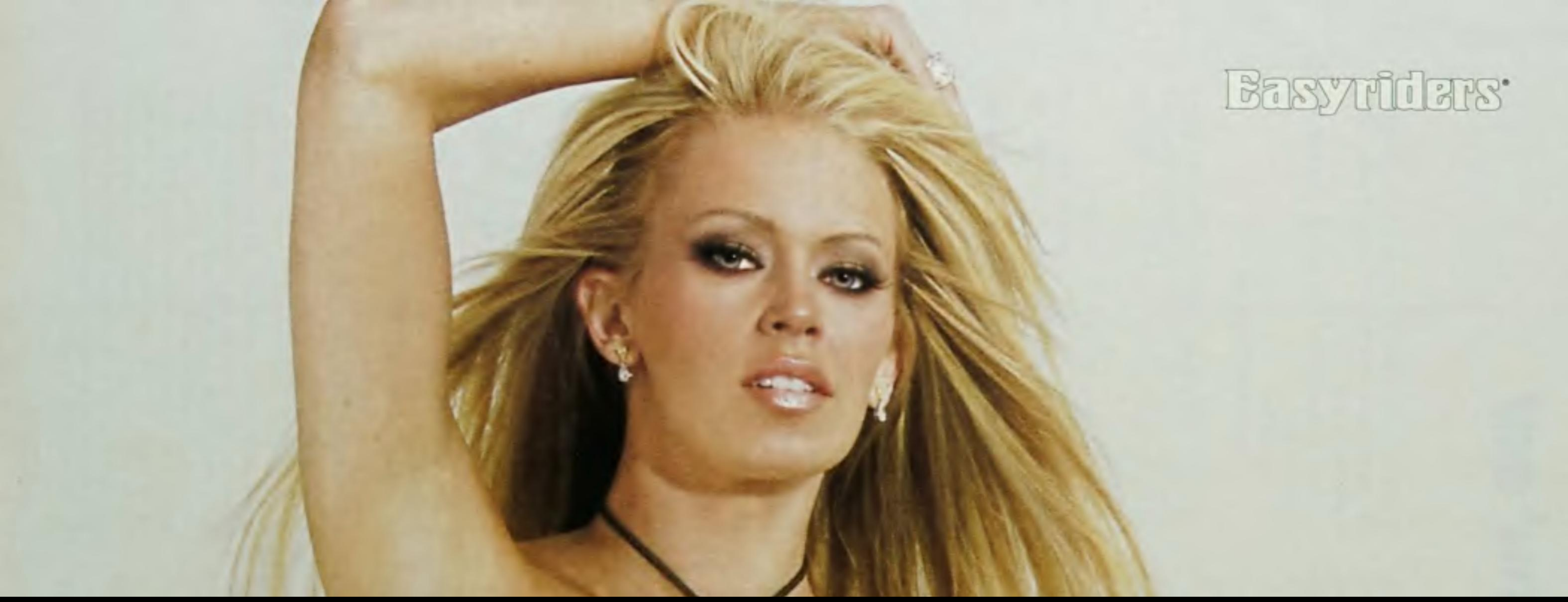
Everything on this bike, flamethrower included, is pretty much a one-off—or at least it was. "It's all in the PYO catalog now," Paul says, referring to things like the oil-in-frame chassis he built special here, a frame design that not only cleans up the line and allows for a lower seat height, "but that oil in the frame really does a great job of damping vibrations, too. This bike is a dream to ride. Super comfortable."

Paul's had ample time to sample that comfort, too, rolling up more than 10,000 miles on the odometer in just a little over a year. "I've even had the bike back apart one time to freshen up the paint...fix all the rock chips," he says.

And this whole rolling chassis, slick and trick as it is, is now available from PYO, as are the Weld Racing "Notorious" wheels, the forward controls, the side-mount license plate, the grips and the pegs. The whole works. It was all one-off for this bike, and now it's all just a phone call away, through the PYO catalog.

"And it makes an awesome road bike," Paul says. "Surprisingly so, considering how radical it looks. The suspension is unbelievable, that Progressive Airtail is amazing, and like I said, the oil in the frame really absorbs vibration. And that TP 124 motor is phenomenal. From top to bottom, if I had to do it all over I wouldn't change a thing." —*Joe Kress*

Paul thought a famous bike such as this needed a famous female to adorn these pages and came up with top Exotic Film star Jenna Jameson. Her sleek curves match the Phantom bike perfectly. To see more visit www.clubjenna.com.


Easyriders

passin' gas

Three mice, one from Dallas, one from San Antonio, and one from Houston, are sitting at a bar trying to impress each other about how tough they were after the funeral of an Amarillo mouse that was killed by an 80-year-old lady with a broom.

The Dallas mouse throws down a shot of bourbon, slams the empty glass onto the bar, turns to the San Antonio mouse and says, "When I see a mousetrap, I lie on my back and set it off with my foot. When the bar comes down, I catch it in my teeth, bench press it 20 times to work up an appetite, and then make off with the cheese."

The San Antonio mouse orders up two shots of tequila, drinks them down one after the other, slams both glasses onto the bar, turns to the Dallas mouse and replies, "Oh yeah? When I see rat poison, I collect as much as I can, take it home, grind it up to a powder, and add it to my coffee each morning so I can get a good buzz going for the rest of the day."

The Dallas and San Antonio mice then turn to the Houston mouse.

The Houston mouse finishes the beer he has in front of him, lets out a long sigh, and says to the two, "I don't have time for this bullshit. Gotta go home and fuck the cat."

Planehaven
Cyberspace

Two prospects go camping and pack a cooler with sandwiches and beer. After four miles of walking, they find a great spot, but they forgot to bring a bottle opener. The first prospect turns to the second and says, "You've got to go back to the scooters and get the opener or we won't have any beer."

"No way," says the second prospect. By the time I get back, you'll have eaten all the sandwiches."

"On my honor, I promise I won't," replies the first. "Just hurry!"

A whole week passes and still no sign of the second prospect. Finally, the other digs into the sandwiches.

The second prospect pops out from behind some bushes and yells, "You son of a bitch, I knew it! I'm not fucking going!"

Burt Whitcomb
Palmdale, California

A biker was lounging in the shade sucking on a beer and watching his wife mow the lawn. His neighbor stomped over and said, disgustedly, "You worthless bastard, making your ol' lady cut the grass while you sit back and watch. You oughta be hung!"

"I am," said the biker. "That's why she cuts the damned grass."

T. Ripple
Lancaster, California

A dude was sitting quietly, reading his paper when his wife walked up behind him and whacked him on the head with a rolled up magazine.

"Ouch! What was that for?" he asked.

"That's for the piece of paper in your pants pocket with the name Mary Lou written on it," she replied.

"Two weeks ago when I went to the races, Mary Lou was the name of one of the horses I bet on," he explained.

"Oh, honey, I'm so sorry," she said. "I should have known there was a good explanation."

Three days later he was watching a ball game on the TV when she walked up and hit him on the head again—this time with an iron skillet which knocked him out cold.

When he came to, he asked, "Now what was that for?"

She replied, "Your horse called!"

James Ray
Westville, Indiana

A couple of Missouri hunters were out in the woods when one of them fell to the ground. He didn't seem to be breathing and his eyes were rolled back in his head.

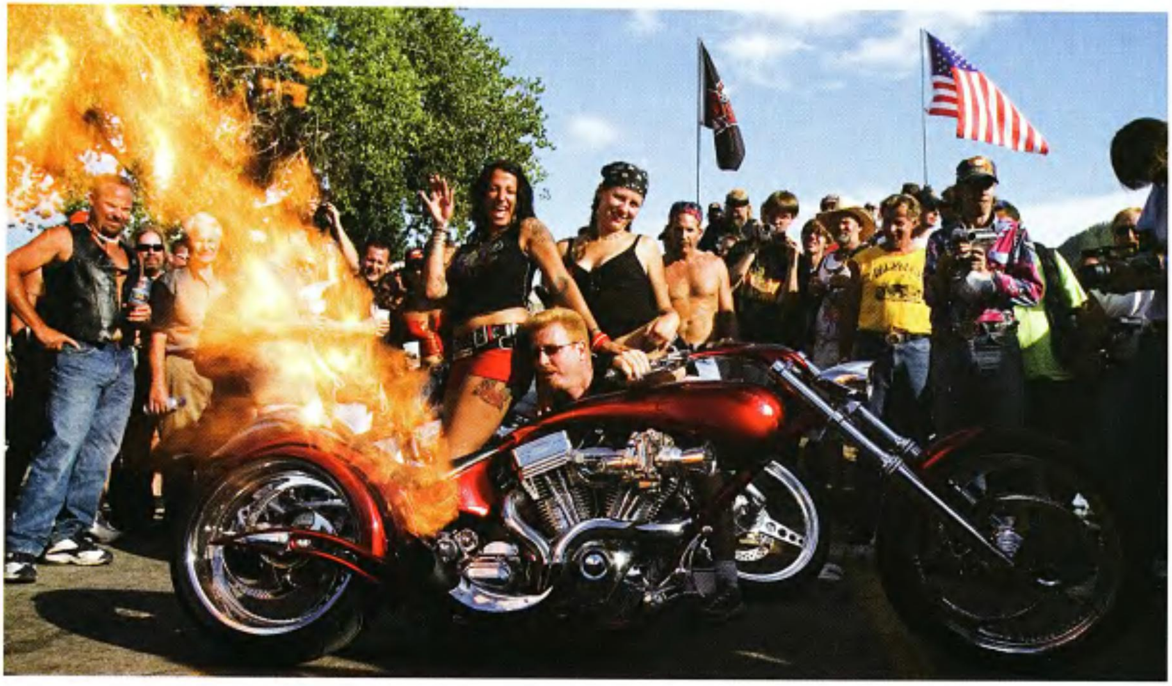
The other guy whips out his cell phone and calls "911." He gasps to the operator, "My friend is dead! What can I do?"

The operator, in a calm soothing voice says, "Just take it easy. I can help. First, let's make sure he's dead."

There's a silence, then a shot is heard. The hunter says, "Okay, now what?"

Ed Evatt
Mt. Vernon, Missouri

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: ....Paul Yaffe
City: ....Phoenix, Arizona
Designer: ....Paul Yaffe

General

Fabrication: ....Paul Yaffe/ Roy Dewey
Year/make: ....2003 PYO
Model:........................Phantom
Assembly: ....Paul Yaffe
Time: ....2 months
Chroming: ....Aladin Plating

Engine

Year:..................................2003
Rebuilder: ....TP Engineering
Displacement: ....124 cubic inches
Ignition: ....Crane HI-4
Cam: ....TP Engineering
Carb: ....Mikuni/Riveria
Air cleaner: CCI
Pipes: ....Paul Yaffe Originals

Transmission

Year/make: 2003/Baker

Painting

Painter: ....Gary Crisp/Ron Hernandez/The Paint Shop
Color: ....candy apple cinnamon
Type:..................................PPG

Frame

Year/make: ....2003 PYO
Type: ....Paul Yaffe Phantom
Rake: ....40 degrees
Stretch: ....+ 7 inches
Shocks:..................Progressive Suspension

Accessories

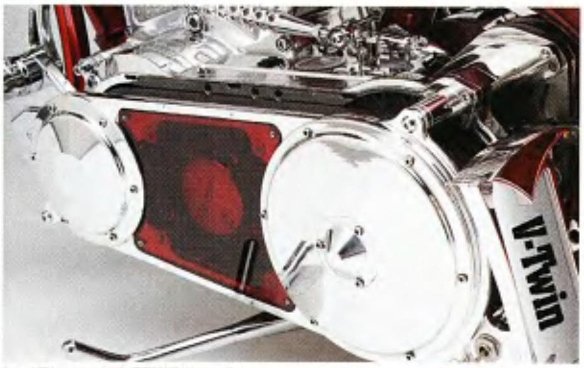
Handlebar: ....PYO D-Bars
Handlebar controls:.................. Performance Machine
Fenders: .... PYO 12 Gauge
Headlight: ....Headwinds
Taillight: ....Paul Yaffe Originals
Speedo:............................nope
Pegs: ....Paul Yaffe Originals
Foot controls: Paul Yaffe Originals
Gas tank: ..Paul Yaffe Originals
Oil tank: ....Paul Yaffe Originals
Oil system: ......TP Engineering
Primary cover: ....Sputhe
Seat:....................Guy Thieman
Mirrors:......Paul Yaffe Originals
Grips:..................PYO Ali-Baba

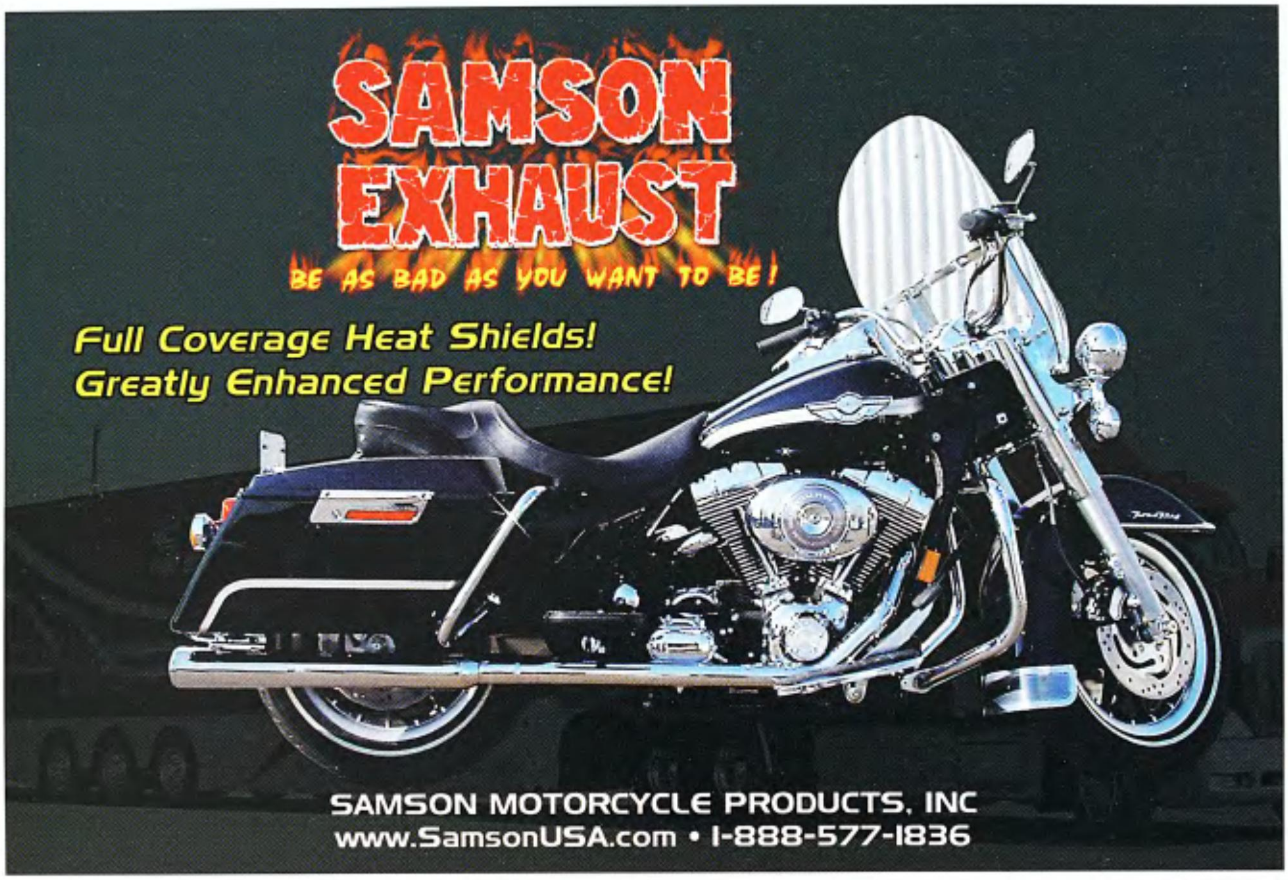
Front end

Type: ....hydraulic
Extension: ....2 inches over
Builder: ....Perse/PYO

Wheels

Make: ....PYO by Weld Wheels
Size: ....21 x 2.15, 18 x 8.5 rear
Tires:..Metzeler 90/90-21 front, 240-18 rear
Brakes: ....RevTech/Exile
Photos:.... P. Markow/M. Lichter





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EXCLUSIVE

The Discovery Channel's Southern Chopper

It all started with a good deed. Last October in New Orleans at the Steel Pony Express, a couple of guys approached Milwaukee Iron's honcho Randy Simpson. They asked for some help getting their bike trailer into the lot; their space adjoined his location. He said, sure, no problem, although he had never seen the guys before.

"When I got out there it was Orange County Choppers and that's how I met Vinnie and Paulie and how we got to know each other. We had no idea who they were, that they had this hit TV show called *American Choppers*, because I didn't even have cable back then," Randy recalls. "Then we saw them at the *V-Twin* Expo in February 2003 and they had the Discovery Channel crew with them and that's when we got to meet those guys.

"Thanks to the TV show they've done something pretty phenomenal with the motorcycle industry. Some really good things came out of it, like getting kids involved who would otherwise not be into it. When they presented the idea that Milwaukee Iron build a bike in a month's time, it was kind of unreal to me because we've always taken three months to a year to build something like that. When it finally came down to it, they said we would have a one-hour show and only two weeks to build the bike. Could we do it? I said, of course," laughs Randy.

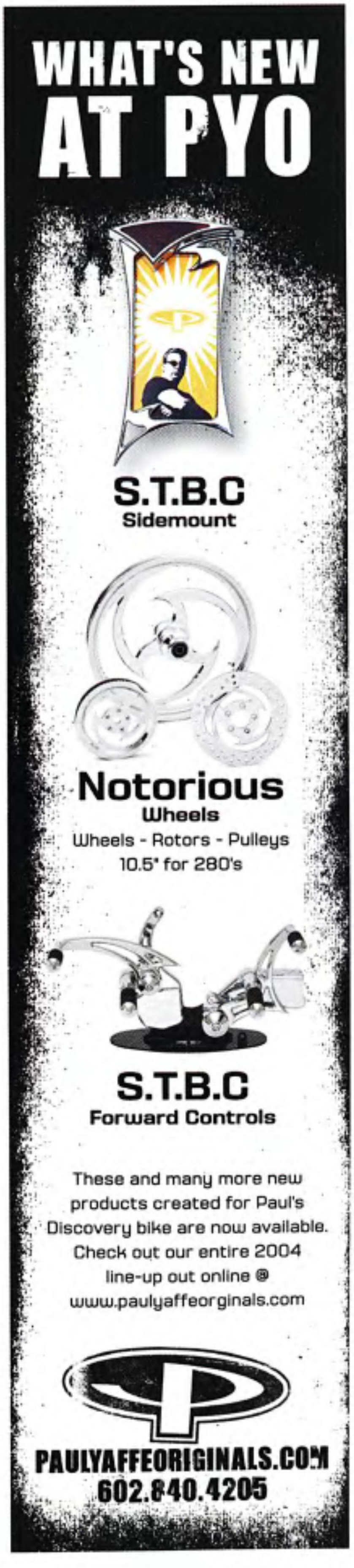
The Discovery Channel sent a camera crew to Lynchburg, Virginia, for the two-week marathon with Randy orchestrating the plan and components in advance. "Then we were ready to go all balls to the walls when the cameras started rolling," Randy says.

Under the gun, Randy and his team built the frame, a single-loop design, adding 3 inches of stretch and 38 degrees of rake mated to a Paughco springer front end. Milwaukee Iron also fabricated the handlebars and the wild exhaust system including the 6-foot-long stacks as well as the seat, sissybar and the fenders that were fashioned from flat stock.

Says Randy: "We started with straight pieces of tubing and flat sheets of steel and made a frame, the fenders and all the foot controls and footboards with all the brake and shifter levers cut from stainless steel. The gas tank was a stretched out version of a tank we had made before but with a lot more motion in it, and it turned out just absolutely great. The bike was painted purple and named "Karn Evil" after the Emerson, Lake and Palmer song out of the '70s, that goes like, 'Welcome back my friends to the show that never ends. We're so glad you can attend. Come inside, come inside.' It's like our debut back out into the market saying that, yeah, we just don't build fenders, we can still build motorcycles."

S&S Cycle supplied the 96-inch motor because Randy thought it worked best for this project bike. "The 96-inch motor is a really reliable motor, and great for the project. We're also running a Baker 6-speed and had Carolina Customs cut our wheels with the Milwaukee Iron logo on 'em, and they also designed the brake rotors and final drive pulley along the same lines."

Randy called upon Accu-Tech to handle all the laser metal-cutting chores and bending of the tube frames. He also tried a local painter for the first time,



MILWAUKEE IRON

MILWAUKEE IRON

Photos: Aaron Stevenson

Rodney at Custom Paint and Graphics. "He absolutely smoked. He kept the parts for one week, molded the entire package, painted it, designed the graphics and came through like a champ."

Randy orchestrated a complex operation because of the incredible time crunch and jobbed out various projects to a number of companies, for example Kowalski Machine and Central Virginia Machining who came up with hardware pieces like spacers and axles to get things rocking. "It was like a conglomeration of efforts from us and 15 other companies. I had to coordinate every bit of it, worked through Drag Specialties and got back and did some design and fabrication myself. The whole thing lasted about four weeks counting our preproduction preparations and their filming," Randy says, and adds, "We met the deadline and we met the challenge."

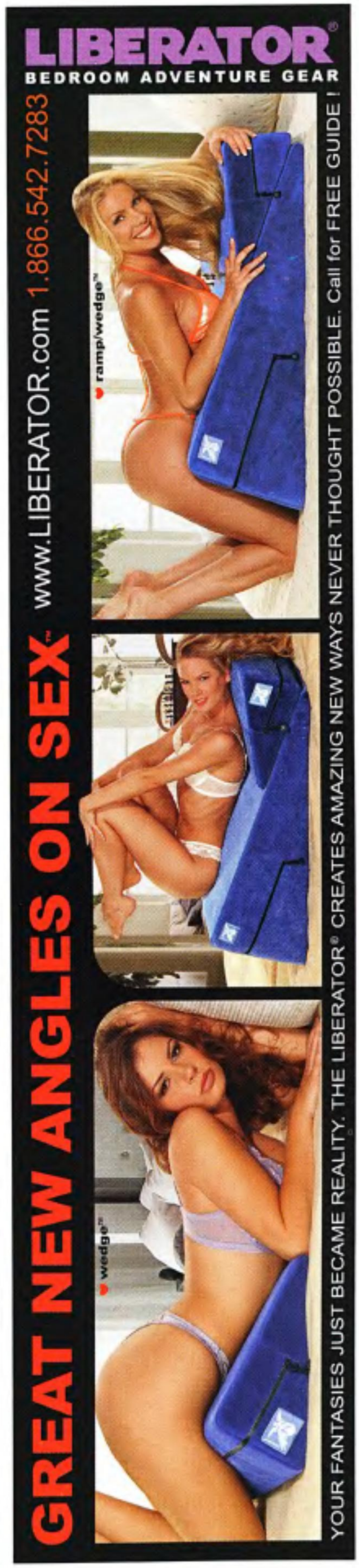
The Discovery crew had as many as four cameras rolling simultaneously and often would leave a few cameras on all the time recording the shop action. "They had cameras watching us building, another at the paint shop, another at Kowalski Machine. It was quite phenomenal. We spent over 600 hours working on this thing. Even though the camera crew was right up on us, we all got used to it pretty fast. No matter if they slowed us down in some places, they really had our asses on fire so we were really moving pretty good," Randy says.

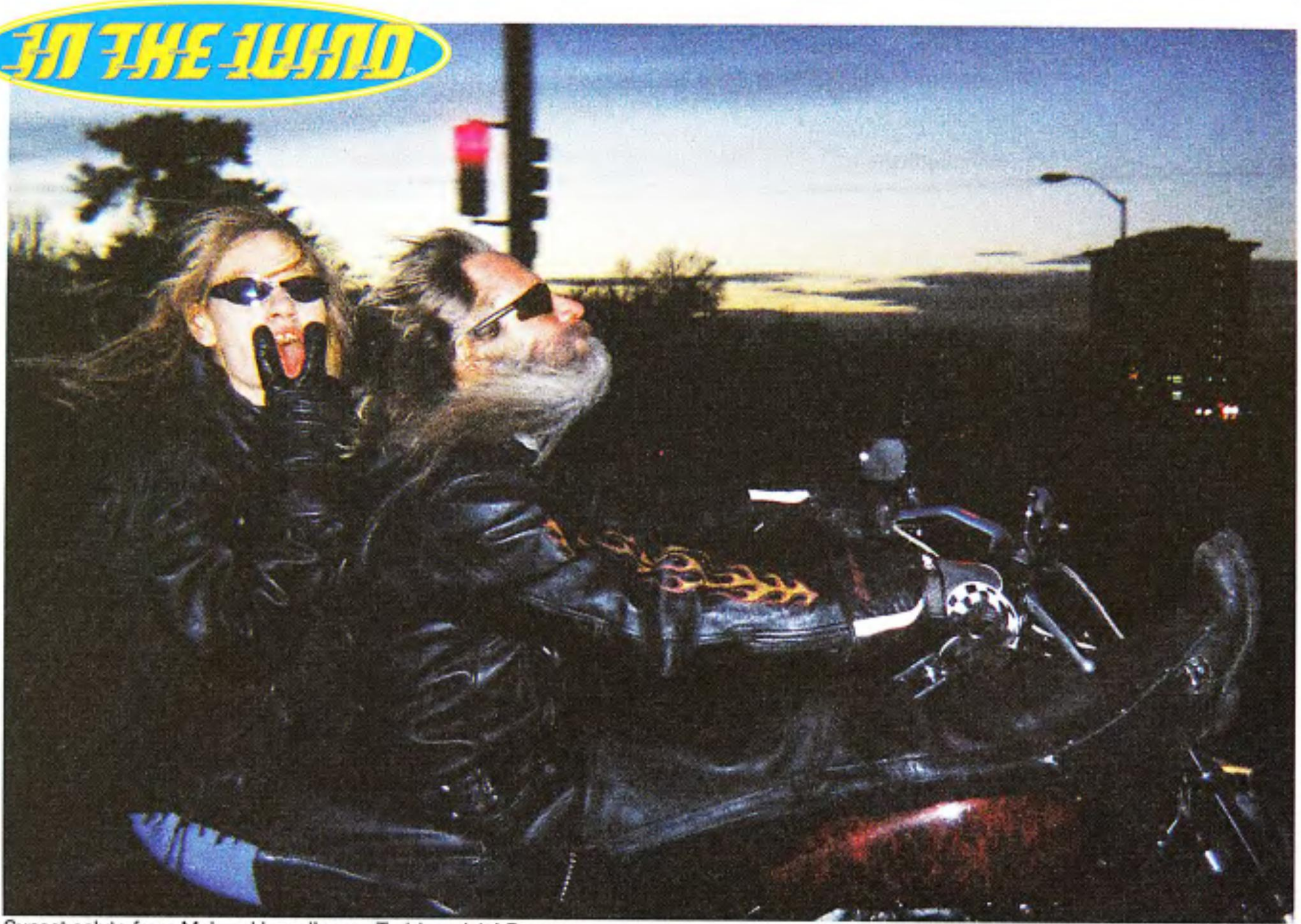
When it was coming together Randy told the Discovery Channel people that he could give them enough good stuff for two shows, but the producers said, Randy, don't worry about it. All we want is one good show to see if people like you. After they were finished the folks at Discovery called back and confirmed that they were producing two one-hour episodes and running them back to back, the show called *Southern Chopper*" starred Randy Simpson, Gary Woodford (design and fabrication) and Lee Stamper (welder/fabricator/protégé).

Asked if they ended up throwing wrenches at each other, Randy laughs and says, "Amongst all the work, we did lots of screwy stuff, like we had some fun with paintballs since I'm into it. We went out to a field and had teams, even my kids taking part. Then the Discovery crew put their cameras down and picked up some paint guns. One of them lit our asses up and lifted me straight up into the air." Randy says laughing away as he tells the story; he obviously had fun along with all the work. "They called me and said they loved the paintball stuff and put it in the show. You could say the whole experience was a real blast."

If you missed the January 29th debut of the show, don't worry because it will be shown again many times. Like they say, check your local Discovery Channel TV listings for *Southern Chopper*.

—*Paul Garson*

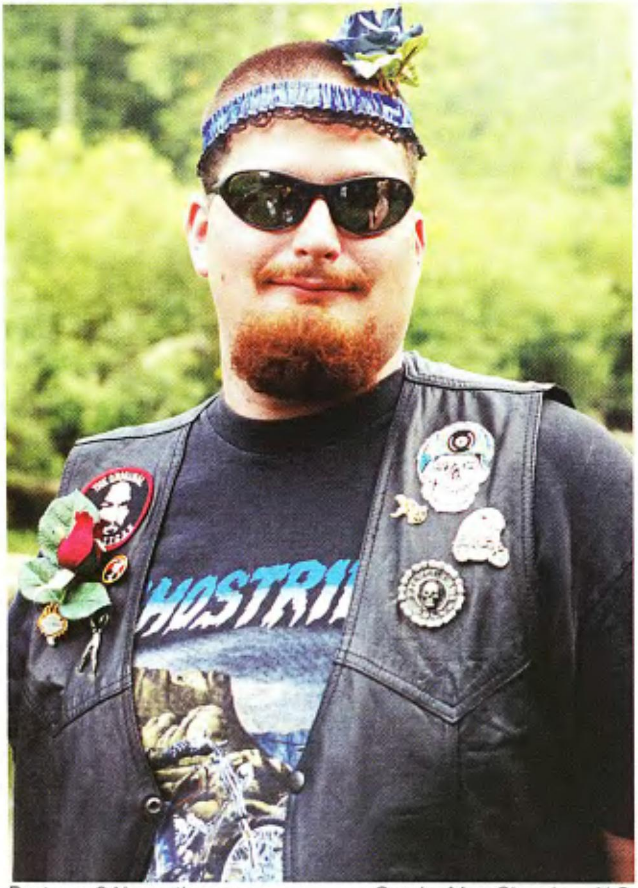




Sunset salute from Mel and her ol' man, Todd, cruisin' Denver. *—Sherry Brown, Englewood, Colo.*

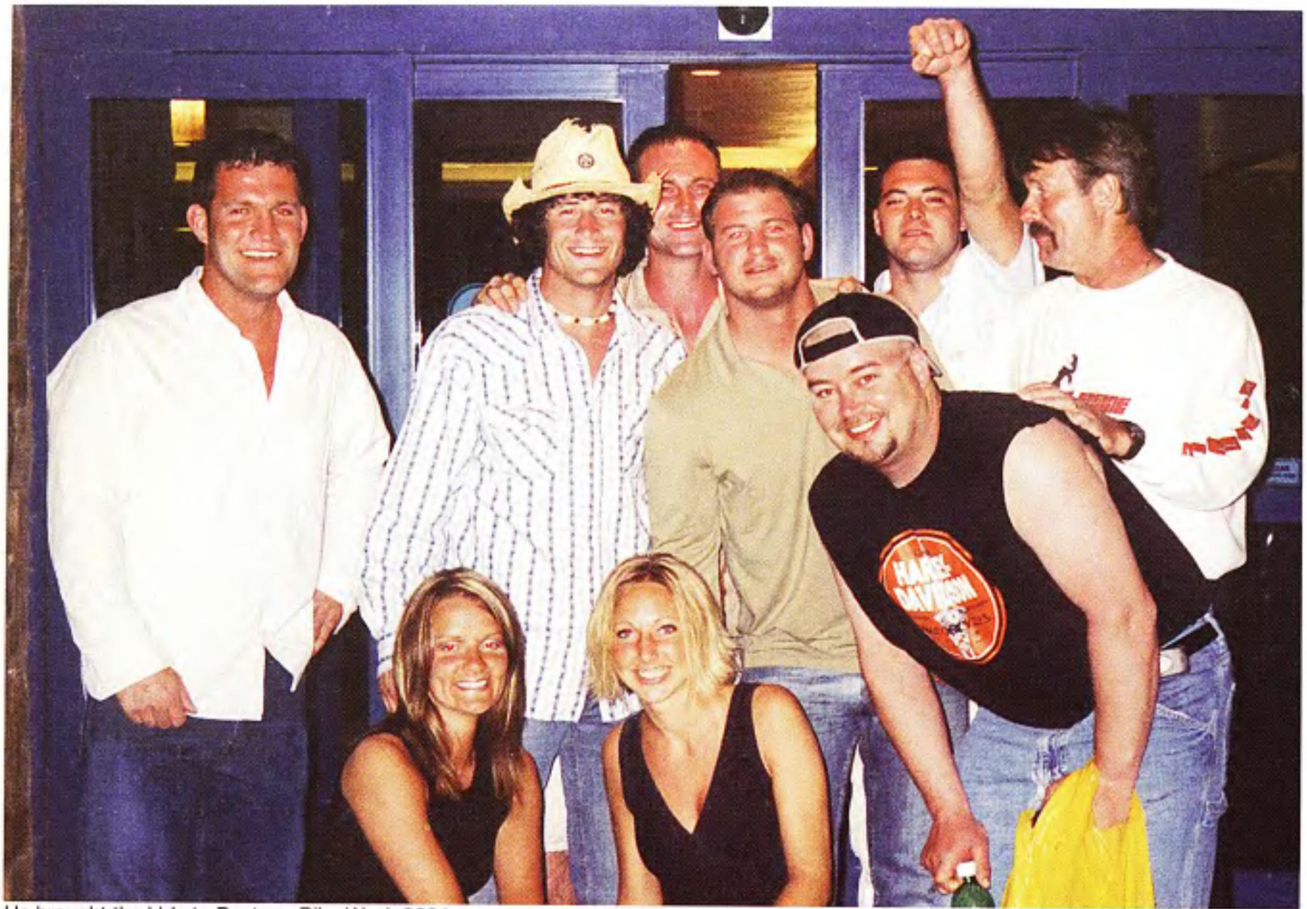
The helpful elves who made Santa's pole go north. *—Pistol Pete, Toys In The Sun Run 2003, Ft. Lauderdale, Fla.*

Spot check breast exam. —*Dennis Carver, Tucson, Ariz.*



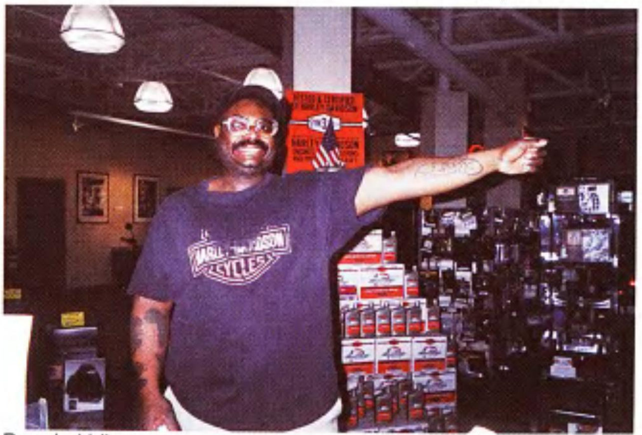
Best man? Nope, the groom. —*Sandra May, Cherokee, N.C.*

They're tough to stuff. —*Jesse Weidner, Biketoberfest, Daytona, Fla.*



He brought the kids to Daytona Bike Week 2004. —*Wild Bill, Sycamore, Ohio*

The shirt says it all. —*KZ Ric White, Dumfries, Va.*

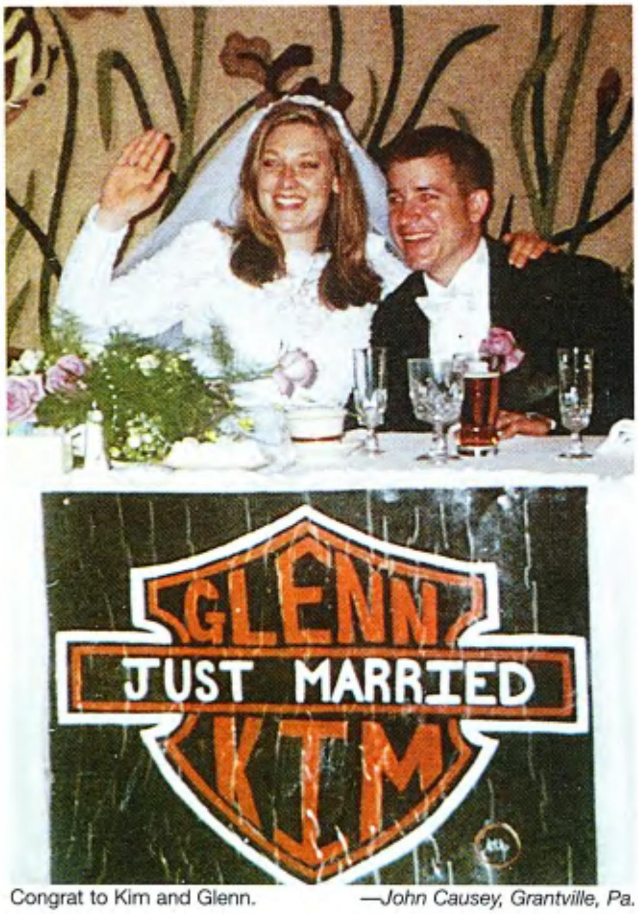


Branded biker. —*Sirrone Leak, Rochester, N.Y.*

Willie G., Industry Leader of the Year. —*Lorraine White, V-Twin Expo*

Too much fun for Roger. —*Bill Cromwell, Party at the Beer Shed*

There's one in every crowd, especially at the Harley 100th birthday bash. *—Rogue, Milwaukee, Wis.*



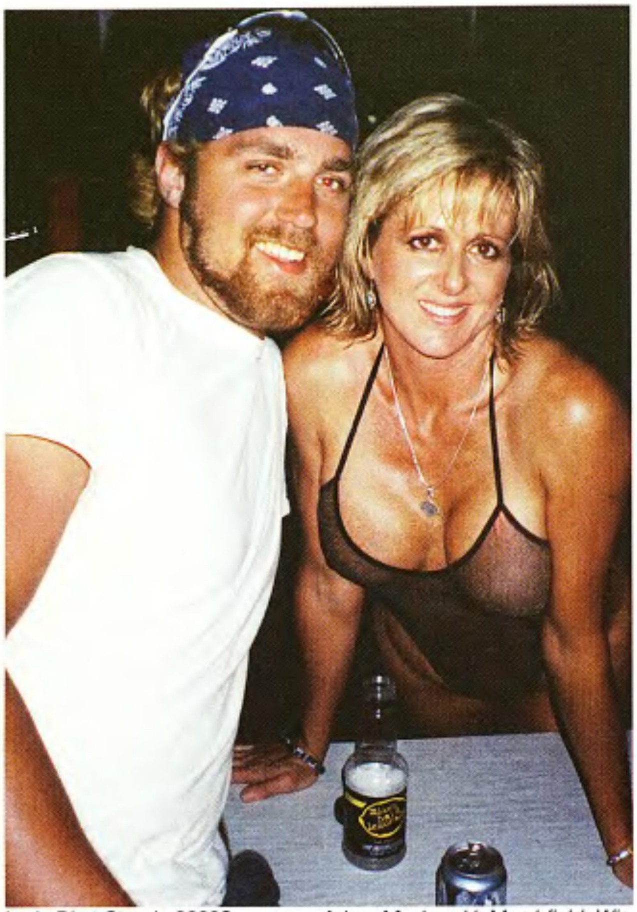
Congrat to Kim and Glenn. *—John Causey, Grantville, Pa.*

Headin' to the beach—in Iowa? *—Bret Brandt, On the road, Iowa*

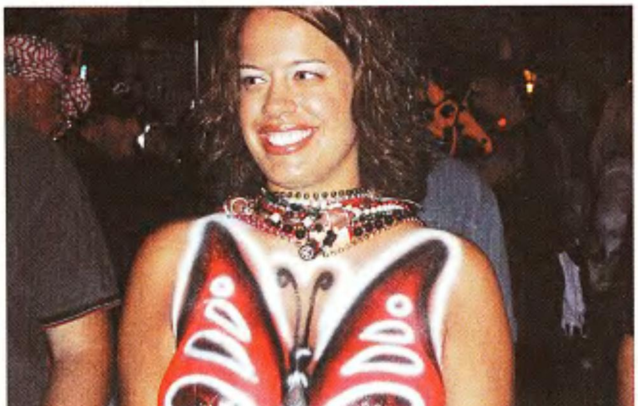
Proof that Harley's wings spread everywhere, even Ali Al Salem Air Base, Kuwait. *—Rich ("I miss my Fat Boy.") Bobber, Milwaukee, Wis.*

Dallas darlin'. *—Gene Slater, Republic of Texas Rally, Austin, Texas*

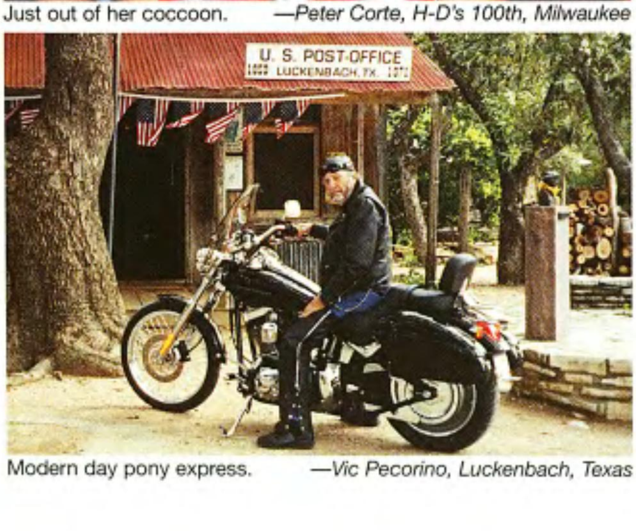
Sweet Cinde in the Badlands. *—Tom Goyette, Burnsville, Minn.*



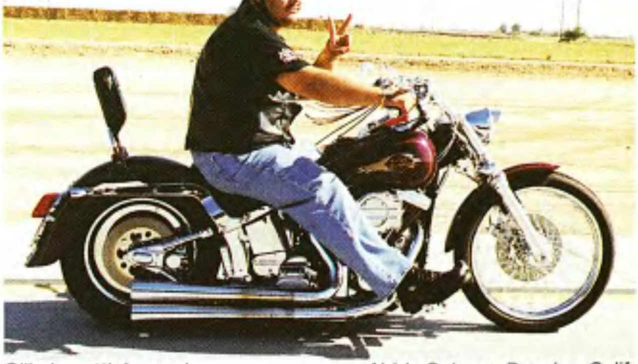
Lady Di at Sturgis 2003? *—Adam Maslowski, Marshfield, Wis.*



Just out of her coccoon. *—Peter Corte, H-D's 100th, Milwaukee*



Modern day pony express. *—Vic Pecorino, Luckenbach, Texas*



Ollie is puttin' proud. *—Abbie Solarez, Brawley, Calif.*

Surf's up at Padre Island. *—Debbie and Greg, Crookston, Minn.*

Eye on the pie (prize?). *—Major Newman, Daytona Bike Week 2004*

Two-star salute. —*Tommy Boy, Ormond Beach, Fla.*

Peelin' and partyin' at the 100th. —*Joe Gerdes, San Antonio, Texas*

Rigid riders rule! —*Ted Arsen, Long Island, N.Y.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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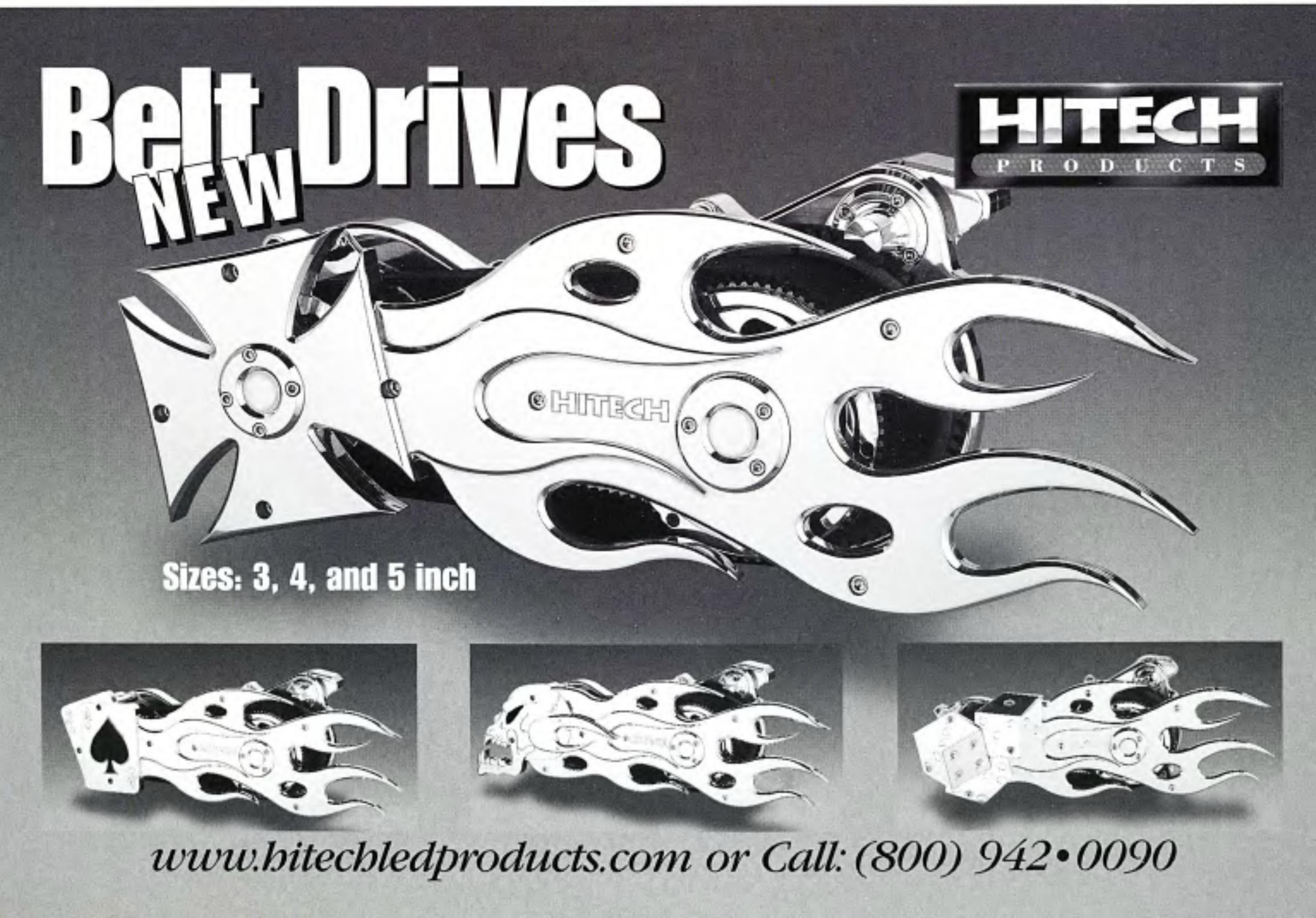

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CHICA'S BADASS WITH CLASS

RUMBLER

Maybe you've seen the recent episode of *The Great Biker Build-Off* TV series where Chica and nine other builders rumbled to the Laughlin River Run for the final judging show. Maybe you've seen Chica's "Unicorn From Hell" *Build-Off* bike (soon to be featured here) when he faced off against the guys at Young Choppers. More recently the shop was chosen to compete in the Hard Rock Roadhouse Tour going up against the likes of builders Cory Ness,

Eddie Trotta and Kendall Johnson. In other words, they be busy.

In fact when we spoke with Johnny Chop he was banging away on the Hard Rock Roadhouse bike, and we could hear Chica in the background making magic. "The bike has to be out to chrome and paint in two weeks and we just finished the frame yesterday so I've got my work cut out for me," Johnny says. We had just seen his personal ride win third place Best of Show at the Pomona Easyriders Bike Show. Its just one of many show winners coming out of the Huntington Beach, California, shop where old-school chopper meets modern technology like all new S&S 93-inch shovelheads for the retro look plus bulletproof reliability.

The Rumbler seen here was originally a beater bike that Chica threw together from a pile of parts in a couple days so he could have a ride to Jesse James' No Love Ride party. "It was very rough, very raw and very quick," Johnny says. Then Chica decided to finish it out and started adding the paint, chrome and polish, changing the pipes and conjuring up the custom gas tank.

He putted around on it for a while then displayed it at Laughlin where Shane Mustoe walked up, took one look, and said, I gotta have it. "He's a collector and has a bunch of knuckleheads and knows his shit about bikes. It went to a great home," Johnny says.

Based around a '37 VL frame, the bike gets it rumble from a '76 shovelhead matched to a 4-speed tranny. "It's really a fun little bike to ride," Johnny told us. "Really light and nimble and with a nice short rake it's really quick in the corners. It weighs nothing and with the 80-inch motor and open pipes it sounds like a real motorcycle. And it's still civilized enough to ride around on every day."

The springer front end came off the same '37 VL that donated the frame for the project. The only modification to the frame was the repositioning forward of the support bar to accommodate the shovelhead. There are brakes, drums front and rear, repros from Ted's Cycles. "It doesn't weigh anything so it stops good," Johnny says. "Not that you ever want to stop when you ride this bike."

All of Chica's bikes are one-off studies in personality; most of the pieces are hand fabricated. Some of the too cool components seen on the Rumbler, like the fenders, are available. For more info call 714-842-9587 or check out their Web site www.chicacustomcycles.com for a look at all their other badass bikes.

—Paul Garson

RUMBLER

Owner: ....Shane Mustoe
City: .... Phoenix, Arizona

General

Designer:........Chica Custom Cycle
General
Fabrication:....Chica Custom Cycle
Year and make: 2003/1976/1937
Chica Custom
Model: ....Rumbler
Assembly: ......Chica Custom Cycle
Time: ....3 days plus 2 weeks
Chroming: ....South Bay Chrome

Engine

Year: 1976
Model: .... shovelhead
Rebuilder: ....Chica
Ignition: ....Joe Hunt magneto
Displacement:........80 cubic inches
Lower end: ....stock
Balancing: ....Chica
Pistons: ....stock
Heads: ....stock
Cam: ....stock
Lifters: ....stock
Carb(s): ....SU
Air cleaner: ....Goodson
Pipes: ....Chica
Transmission: ....H-D 4-speed
Modifications: ....none
Shifting: ....jockey

Painting

Painter: ....Rick Walker
(West Coast Color Works)
Color/type: ....gold/copper
Special paint: ....Bob Iverson

Frame

Year: 1937
Builder: ....Harley-Davidson
Type: VL
Rake: ....stock
Modifications: ....mounts to
handle shovel

Accessories

Bars: ....Chica Custom Cycle
Handlebar controls: ....Chica
Fenders: ....Chica Custom Cycle
Headlight: ....V-Twin
Taillight: ....V-Twin
Speedo: ....no
Dash: ....no
Front pegs: ....Chica Custom Cycle
Rear pegs: ....none
Electrics: ...... Chica Custom Cycle
Gas tank: ......Chica Custom Cycle
Oil tank: ....modified CCI
Oil system: ....Chica Custom Cycle
Seat: ....High End Products
Mirrors: ....V-Twin
Grips: CCI

Forks

Type: ....1937 VL Springer
Extension: ....none
Builder: ......Harley-Davidson/Chica

Wheels

Front

Size: ....18 inches
Wheel: ....Harley-Davidson
Tire: ..Goodyear DeLuxe Champion
Brake: ....V-Twin

Rear

Size: ....18 inches
Wheel: ....Harley-Davidson
Tire: .... Goodyear
DeLuxe Champion
Brake: ....V-Twin
Photo: ....John Wycoff

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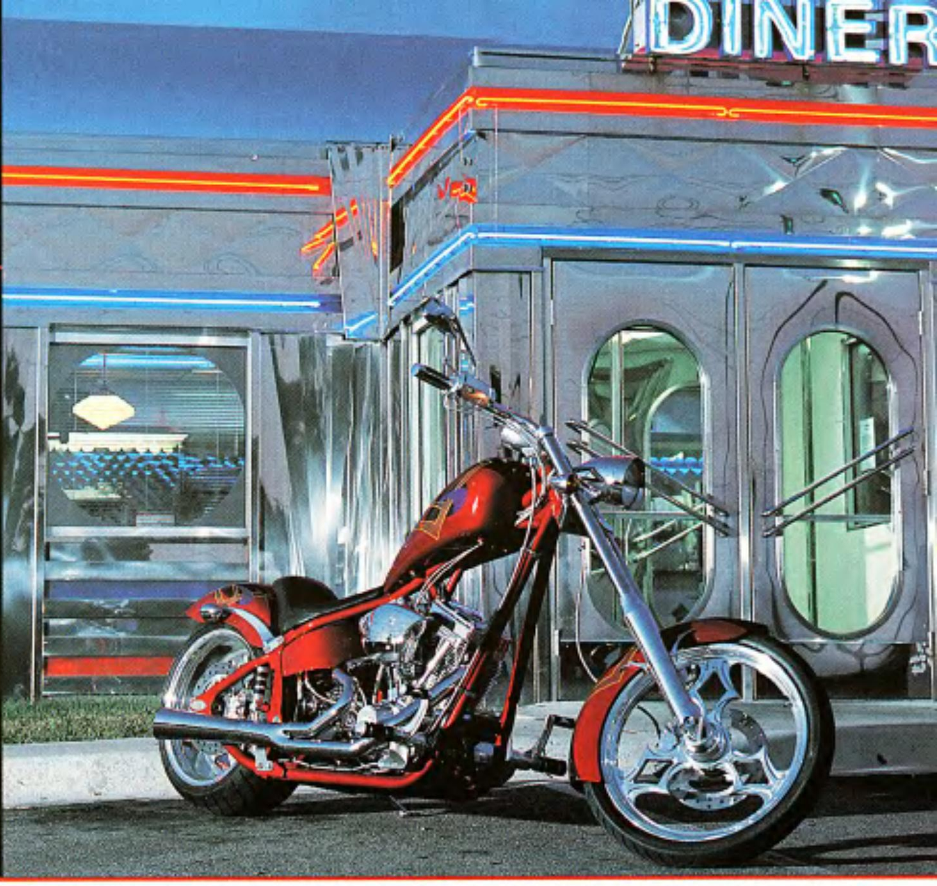

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FoxHunt

Meet March's Winner

Here she is, your winner of March's Fox Hunt contest, the Midwest farmer's daughter, Melinda. Now, for those of you who don't think that all those "farmer's daughter" tales have any truth to them, lemme tell ya somethin'...y'all don't know shit! Ya see, for the most part, when ya take a girl like this off the farm and outta the two-bit, shit horse town she lives in and let her see the bright lights and attractions of the big city...watch out. If ya don't believe in wearin' seatbelts, you soon will. Melinda did NOT disappoint. Gettin' out of her little burg in Nebraska was just what this little hellcat needed. She sweet-talked her way into a ride up and down the coast her first night in L.A., a trip to Universal Studios and a dinner that broke all expense accounts. Ya gotta love that! To see a little more of this vixen, flip to Page 98. For photos NOT seen in the mag check her out on the Web at the home of Easyriders Radio, Americancycletalk.com.

—Pat McGroin

Carrie—New York

#0801

"All I can say is that there were a LOT of vibrations going on giving me a great feeling...without toys."

Ainsley—Ontario, Canada

#0802

"My first ride was an exciting combo of straddling that vibrating Harley, feeling the power beneath me and the freedom of being on the open road."

Hope—Florida

#0803

"My first ride on a Harley was just the best vibrator I've ever had, no, really."

Marcie—South Carolina

#0804

"My first time was a rush. Only one other thing ever got me that hot, vote for me and find out."

Martha—California

#0805

"My first ride on a Harley made my nipples hard. With the cool air and the vibrations beneath me, it felt too good. I know the guy who gave me the ride liked it."

Miranda—Michigan

#0806

"My first ride was when I was 16 years old. Wow! The freedom, the speed, it was addicting. I can't wait until I can afford my own."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #374 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes July 1, 2004. The voting deadline for this month's crop of cuties is July 31, 2004. We'll announce the winner in the December 2004 issue.

Here she is, your April 2004 monthly Fox Hunt winner, the show-er from the Show Me State, Juli, No. 0402 from Missouri. Come back and see a lot more of her next month!

374

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Model's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Date of Birth ______ I am ______ years of age
I will pose nude ______ Topless only ______
Model's Signature ______

Photographer's Name ______
Address ______
City ______ State ______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Photographer's Signature ______

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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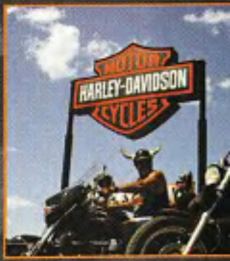

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- Sturgis / 3rd & Lazelle Street, Sturgis
- Hill City / 341 Main St., Hill City
- Keystone / 113 Winter St., Keystone
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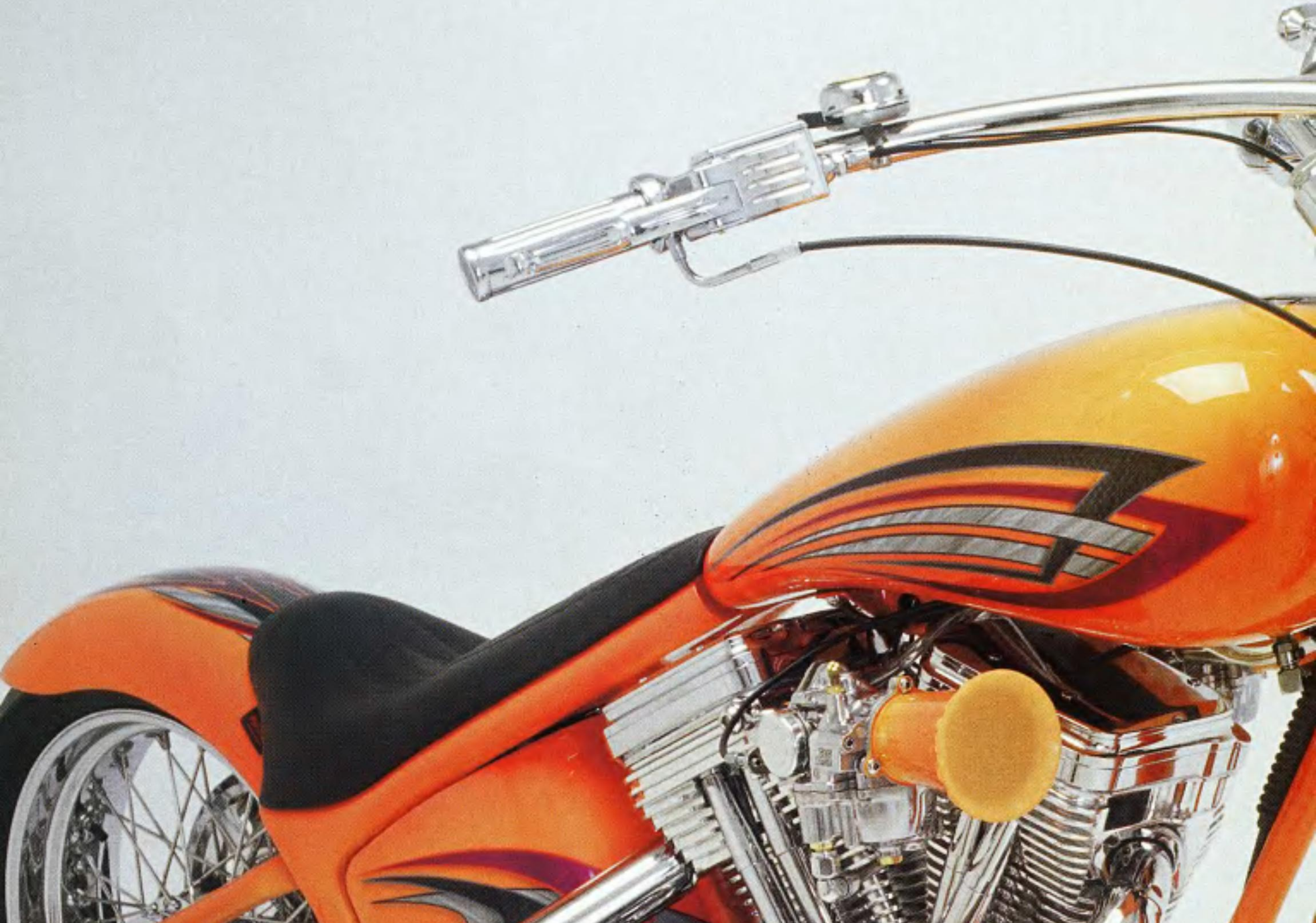

NEWS FLASH: CUSTOM BIKE BUILT WITH FACTORY PARTS!

FULL CIRCLE

Keith Terry is a guy who likes to think differently. Owner of Terry Components, he's always got his mind working on new and innovative ways of getting things done. If you look at the dual-carb system on his ride, you'll see only the beginning, for within this slick orange custom is a different blend of parts and pieces than you would usually expect. Like what? Well for starters, the frame is a 1988 Harley-Davidson Softail, albeit with extensive modifications, but in this day and age where frame manufacturers now outnumber wheel manufacturers, seeing a stock-framed custom is rare. This is the most current version of a bike that began life as a Softail Custom and ended up as a truly customized Softail.

As mentioned, the frame is a factory piece, swingarm and all, but modified to the extent of a 38-degree rake, 5-inch stretch and reworked side rails which gives the bike its long, low look. Likewise, the fenders are custom pieces, but were shaped using stock Harley sheet metal. Two FXR front fenders were fused into the one you see here, and the rear fender (which bolts to the frame and not the swingarm) is an FL job that has been turned backward and modified significantly. Even the modified oil tank began as a stock piece, ditto with the headlight.

The key parts used in the powertrain are from Terry Components and are truly unique in that the main pieces of the engine (cases, heads and jugs) along with the inner and outer primary and the trans case are aluminum forgings. Using a special alloy that includes titanium, these pieces are hell-for-strong.

Design wise, being matched components, the entire powertrain blends together seamlessly, leaving your eyes more time to sift through the subtle mods and use of parts that make up this ride.

You'll notice the easily recognizable finery from the likes of Arlen Ness, Paul Yaffe, S&S, GMA and High End Seats to name a few. What really makes this bike work though is the mix of aftermarket and customized stock parts blending so well that the overall effect is timeless.

With this theme in mind, Keith enlisted "Wild" Bill Carter, one of the best painters in motorsports, to make certain that the paint came out as dazzling as the machine itself. Wild Bill's work has been seen on some of the fastest and most famous dragsters and racecars of the '60s and '70s, work that has literally earned him legendary status. The paint on Keith's ride is no exception, matching detail for detail of the machine in the custom-mixed tangerine/orange base.

Is there more life for Keith Terry's ride? Will another incarnation spring up where this one leaves off? Maybe, but chances are that this bike could come back year after year and still look brand new. Not bad for a 1988 Softail, huh?

—Wordman

Owner: Keith Terry
City: Spearfish, South Dakota
Designer: owner

General
Fabrication: owner
Year/make: 1988 Harley-Davidson
Model: FXSTC
Assembly: owner
Time: 1 year
Chroming: Supreme Plating

Engine
Year: 2003
Model: Terry Motor
Rebuilder: Fuzzy
Displacement: 106 cubic inches
Ignition: Compu-Fire
Lower end: JIMS
Balancing: JIMS
Pistons: Arias
Heads: Keith Terry
Cam: JIMS
Lifters: JIMS
Carb(s): S&S
Air Cleaner: Keith Terry
Pipes: MGS

Transmission
Year: 2003
Modifications: 5-speed w/forged case
Shifting: mid-shift

Painting
Painter: "Wild" Bill Carter
Color: special Bill Carter orange
Type: House of Kolor

Frame
Year: 1988
Builder: Harley-Davidson
Type: Softail
Rake: 38 degrees
Stretch: 5 inches
Shocks: Legend Air suspension
Other modifications: modified side rails, etc.

Forks
Type: FXR Narrow-Glide
Extension: stock
Builder: owner/Paul Yaffe

Accessories
Bars: Paul Yaffe Originals
Handlebar controls: Arlen Ness
Fender(s): owner
Headlight: Harley-Davidson
Taillight: owner
Pegs: Harley-Davidson
Electrics: hidden inside frame
Gas tank: D&D/Fat Katz
Oil Tank: Harley-Davidson
Oil system: factory
Primary cover: Terry, forged inner and outer
Seat: High End
Mirrors: Arlen Ness
Grips: Arlen Ness

Wheels
Size: 21-inch front/ 18-inch rear
Hub: Arlen Ness
Tire: Metzeler/Dunlop
Brake: GMA
Photos: Ken Ross

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ROCKIN' AND RIDIN' WITH MONTGOMERY GENTRY

YOU DO YOUR THING

Recently, our friends Eddie Montgomery and Troy Gentry asked for some help filming their latest video, "If You Ever Stop Loving Me," and we were more than happy to oblige. It also gave us a chance to hang out with some good friends and make some coincidental connections. For example, the director of this shoot, Trey Fanjoy, turned out to be the sister of Aaron Stevenson, our photographer in Charlotte, North Carolina—although she's MUCH better lookin' than her bro.

Long story short, when the call came in we were able to supply the boys with a 2004 Harley Softail and Dyna Low Rider straight from the factory, a large contingent of bikers and, luckily for them, our expertise in how to look like you're riding a bike...standing still. Don't get me wrong, both Eddie and Troy are avid riders. In fact, Troy has almost completed customizing his 2001 FXDL, which we'll show off in a later issue.

However, for safety and "visual clarity," it was sometimes necessary to strap the bikes down to a rolling trailer/video/movie contraption a lá the TV show *ChiPs*. Unlike the stiff-riding Ponch and Jon, our guys leaned into turns, didn't stand on the tanks while moving and didn't shift gears every five seconds. In the video it's very clear that they were actually riding their Harleys in some scenes, however.

One thing we've found out about MG in all our travels with them is that they say what they mean and mean what they say. And, no matter what the subject is, these guys don't pull any punches. "In this video we wanted to hang out with real people, not a bunch of actors pretending to be real people," Eddie begins. "Everyone here today loves bikes and music and what started out as a video shoot, has turned into a kickass party we just happened to catch on film."

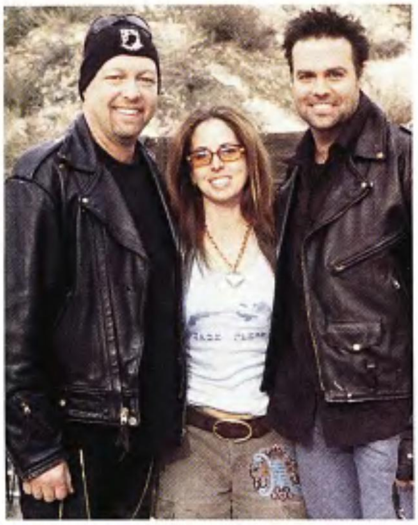
Set up in front of a little mini-mart in a canyon in the California high desert, the quaint "mom-and-pop-shop," was turned into a biker hangout called The Hell Hole. A place where bikers hang out and drink in the parking lot and impromptu concerts break out all over the place.

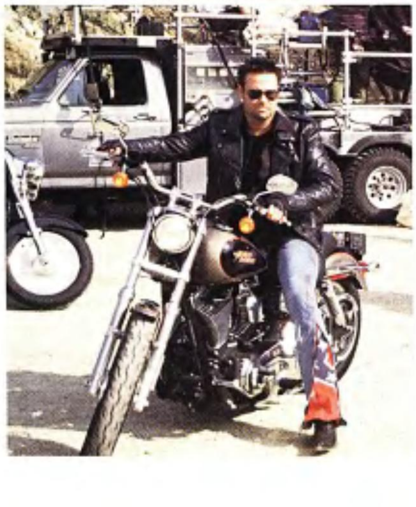
"When you hear the song title," says Troy, "you think it's gonna be some slowass love ballad. But, when you hear this one, we rock the hell outta this thing." The song centers around something many of us can relate to: That rebellious feeling we all shared growing up and the joy you get bein' able to share it with someone else...if you wanted to. And, after hearing the tune about 500 times and shooting into the wee hours of the morning...we're pretty sure these guys nailed it.

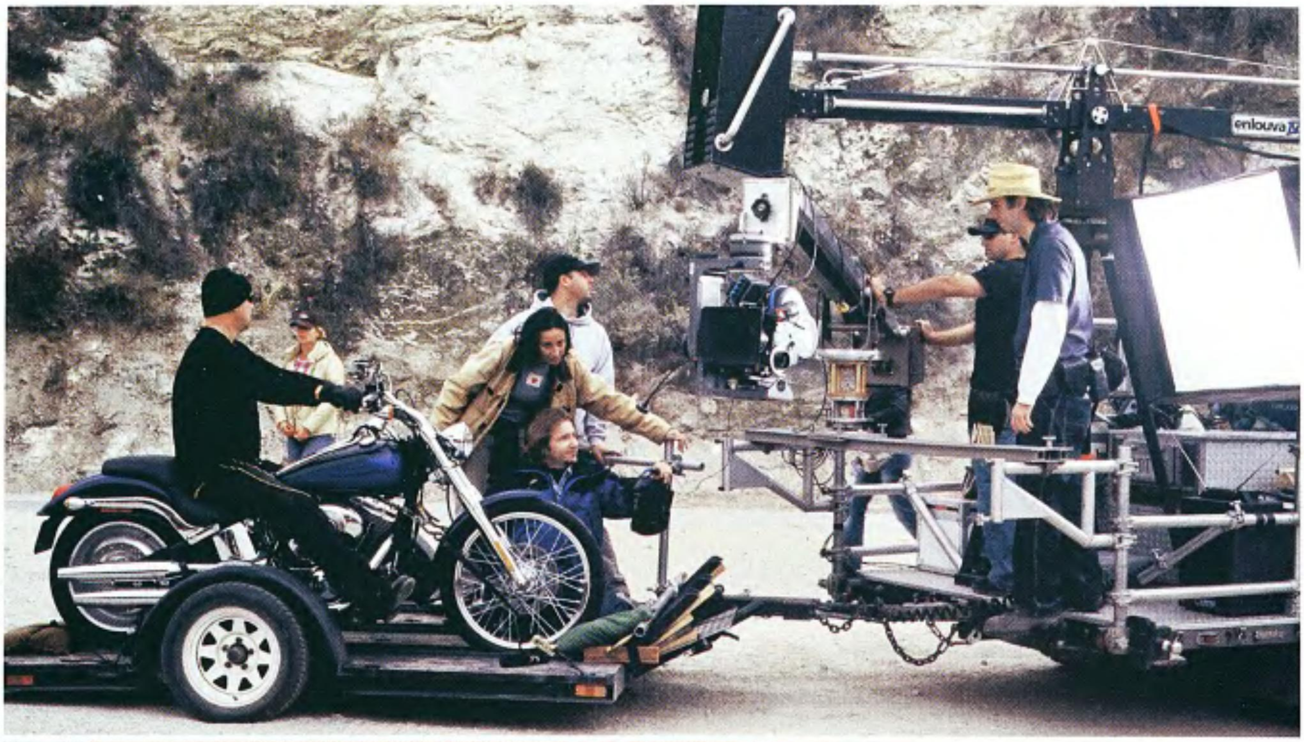
Recently, supporting our troops and our veterans has become the "right thing to do" in many circles, but MG have always spoken about and have continued to foster relationships with current and past soldiers, which is why you will usually see something in all their videos—and always at their concerts—that keeps that issue in the forefront and why veterans continue to show up in their videos as well.

"I know Troy feels the same way on this," Eddie says, "As a country, we just don't show enough gratitude towards our vets. So, anytime we can help out and keep this important issue in front of people, we're gonna do it." Troy is quick to add, "The Vietnam vets are our predominate focus. WWI and WWII vets got big welcome home parades, celebrations, you name it. The guys coming home from Vietnam didn't get anything close to that. Even though we're [MG] from a different era, we understand what it was that they went through [coming home] and never want them to forget that we care about the sacrifices they made."

Eddie says, "In our eyes, if it's outta sight, it's outta mind and that ain't ever







gonna be the case with Montgomery Gentry. We proudly fly the American and POW/MIA flags everywhere we go."

Check out their new release, *You Do Your Thing* on shelves now and the video running on channels like CMT. If it's not enough, check out the Web site www.montgomerygentry.com for tracks off the album and tour dates, including their big show that kicks off the Sturgis Rally at the Buffalo Chip August 7, 2004!

—*Oil Can*

Photos: Paul Dileski

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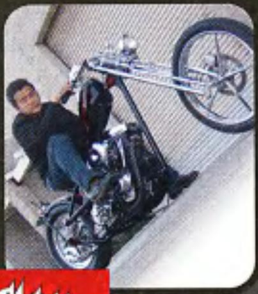
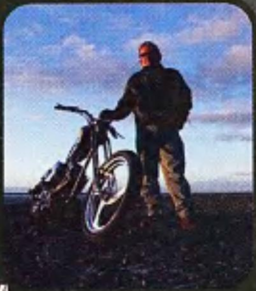


CHICA

EDDIE TROTTA



KENDALL JOHNSON

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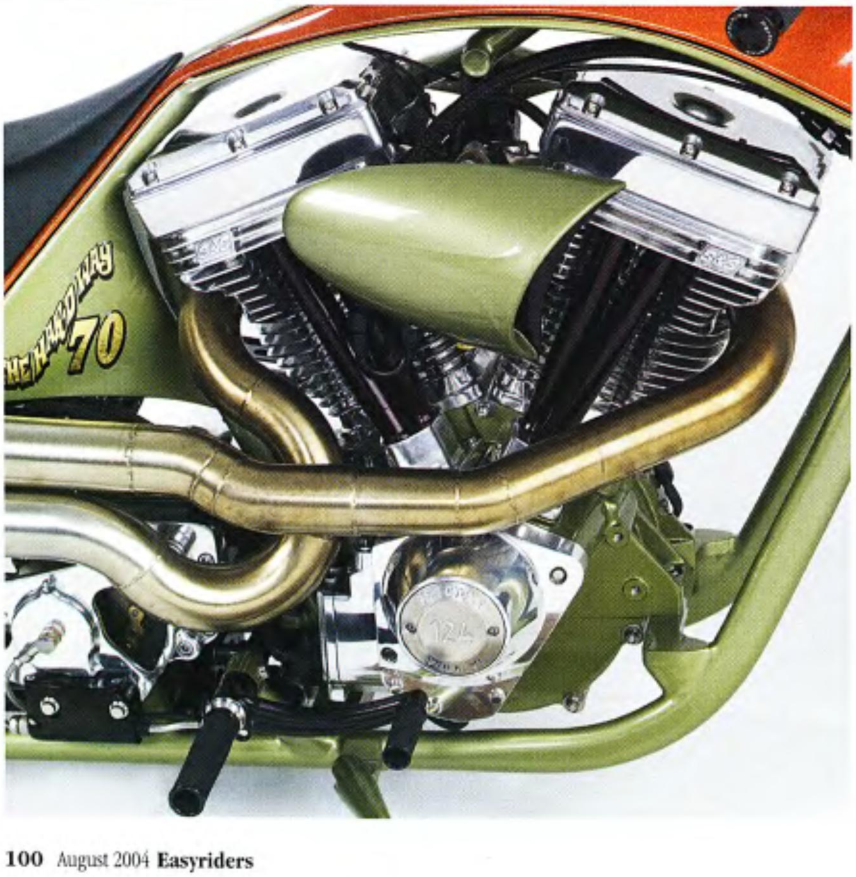
PERFORMANCE MACHINE ROLLS IT OUT

The Hard Way

Disguised as a mild mannered in-house product designer, Roland Sands is in his element when he's pounding raw steel into submission, and hand-shaping "the sheet" out of it. Roland is responsible for the Contour wheels, brakes, and controls that have made Performance Machine an entry on nearly every builder's spec chart.

The tedious details that Roland sweats over require many long hours quarantined from Mother Earth, focusing on the computer display in his office. He gets out occasionally, such as when he registered nine wins in AMA's



fiercely competitive GP250 Sportbike class, and won the championship in 1998, but he is just as damned happy while skating Eld O Park in Long Beach, California, or surfing the cliffs.

Roland knew that if he came up with the most unique design ever, he could spend more time in the inner sanctum of PM's secret R&D department, hatching one-of-a-kind creations. He could throw off some sparks and smack some metal around. The bike you're looking at was the result.

Every custom project has its own set of impossibilities to overcome if the bike is to ever get rolling. So why would anyone intentionally make the task more difficult than it already is? Roland told us that this bike is a tribute to his company, which isn't known for cutting corners or taking the easy path to profit.

They all truly love what they do at Performance Machine, and their newest line of Contour wheels were born out of this passion. The newest wheel was named Casino because, as Roland explains, "When you pull this wheel out of the box, you're going to feel like you hit the jackpot at Caesars."

Having just finished the Casino wheels, Roland began building the perfect showcase for them. This project was going to be the wildest and best ever, so work commenced after he received what he calls, "the complete creative control blessing."

At a bar in Hollywood, Roland laid pen to wet napkin, handed it to Jesse Rooke, and two weeks later, Jesse delivered this wild frame to Roland's house. After showing it to Roland, Jesse wanted to take it back and finish it up, but Roland opted to take the frame from his front yard to the bike lift back at the PM garage. With no forks available, he borrowed a set from his TZ 250 GP bike and the rest of the design began to take shape.

Every part that went into building "The Hard Way" (as the bike is called) was a concept or prototype. Check out the new goodies, like the now-available PM Contour primary, or the soon to be available mid-mounted foot controls, and GP-style radial brake caliper.

Roland's main partner in crime for this project was Todd Silicato who has ridden shotgun in the past on a choice PM build or two. Among the crimes committed against convention was when they decided to paint the polished billet RSD Baker 6-speed tranny to match the bike.

Roland told us that this bike was really outrageous, but we gotta be honest, we never imagined anyone could combine

all of these different ingredients to make something this special. Chances are you've already seen this bike somewhere, such as on Speed Channel's *American Thunder* back in January.

Todd and Roland had to work day and night to grind this sweet scoot out in just 45 days to make the show's deadline. Roland said that everything about this bike was a big pain in the ass. We're glad that we can now see, and appreciate this young master builder's pain. Speaking of things like hard and ass, let us not overlook our Midwestern hottie Melinda. This farmer's daughter will absolutely help you find the definition of those words "hard" and "ass" as they relate to how she'll make you feel. Something like you getting hard then looking like an ass comes to mind.

For a closer look at The Hard Way and some cool stuff for your scoot, visit www.performancemachine.com.

—Cheese

Owner: ....Roland Sands
City: ....Long Beach, California
General
Fabrication: ....Todd Silicato and Roland Sands at Performance Machine
Year/make: ..2003 custom chopper
Model: ....Hard Way
Assembly: ....PM R&D crew
Time: ....45 days
Chroming:....Performance Machine
Engine
Year:...............................2003 S&S Super Sidewinder
Rebuilder: ....S&S
Displacement:......124 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ....Todd Silicato
Transmission
Year/make: ..2003 Baker RSD billet 6-speed, painted
Painting
Molding: ....Chris Wood at Airtrix
Painter: ....Chris Wood at Airtrix
Color: ...."'73 Chevy pickup" green and burnt orange
Type:..PPG
Special paint: ......gold leaf lettering
Frame
Year/make: ....2003 Jesse Rooke
Type: ....hidden-shock special construction
Rake: ....36 degrees
Stretch:..............................2 inches
Shocks: ....Legend
Modifications: ....Todd Silicato and Roland Sands at Performance Machine
Accessories
Handlebars: Performance Machine
Risers: ....none
Handlebar controls:....Performance Machine
Fenders: Todd Silicato and Roland Sands at Performance Machine
Headlight: ....Harley-Davidson V-Rod, modified
Taillight: ....Leo's
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Gas tank: Todd Silicato and Roland Sands at Performance Machine
Oil tank: ..Todd Silicato and Roland Sands at Performance Machine
Seat: ....Rich's Bitchin' Stitchin'
Mirrors:....................................none
Grips: ....Performance Machine
Front end
Type: ....Ohlins GP
Builder: ....Performance Machine
Wheels
Make:................Contour Casino by Performance Machine
Hub: ....Performance Machine
Size:....18 x 8.5 rear, 21x 2.15 front
Tires: ....Metzeler
Brakes: ....Performance Machine
Special Thanks:....Perry Sands for letting Roland build it his way.
Photos: ....Rick Hustead

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H-BAR CONTROL KITS 1972-81 71.48 up 1982-95 139.84 up 1996-UP 137.04 up
WIDE 180/230 FRAME KITS RIGID 759.33 up SWINGARM 1189.92 up SOFTAIL® 200 WIDE 968.99 up SOFTAIL® 230 WIDE 1836.52 up
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SEAT PIN 5.06 up
SOFTAIL REAR LOWERING KIT 31.22 up
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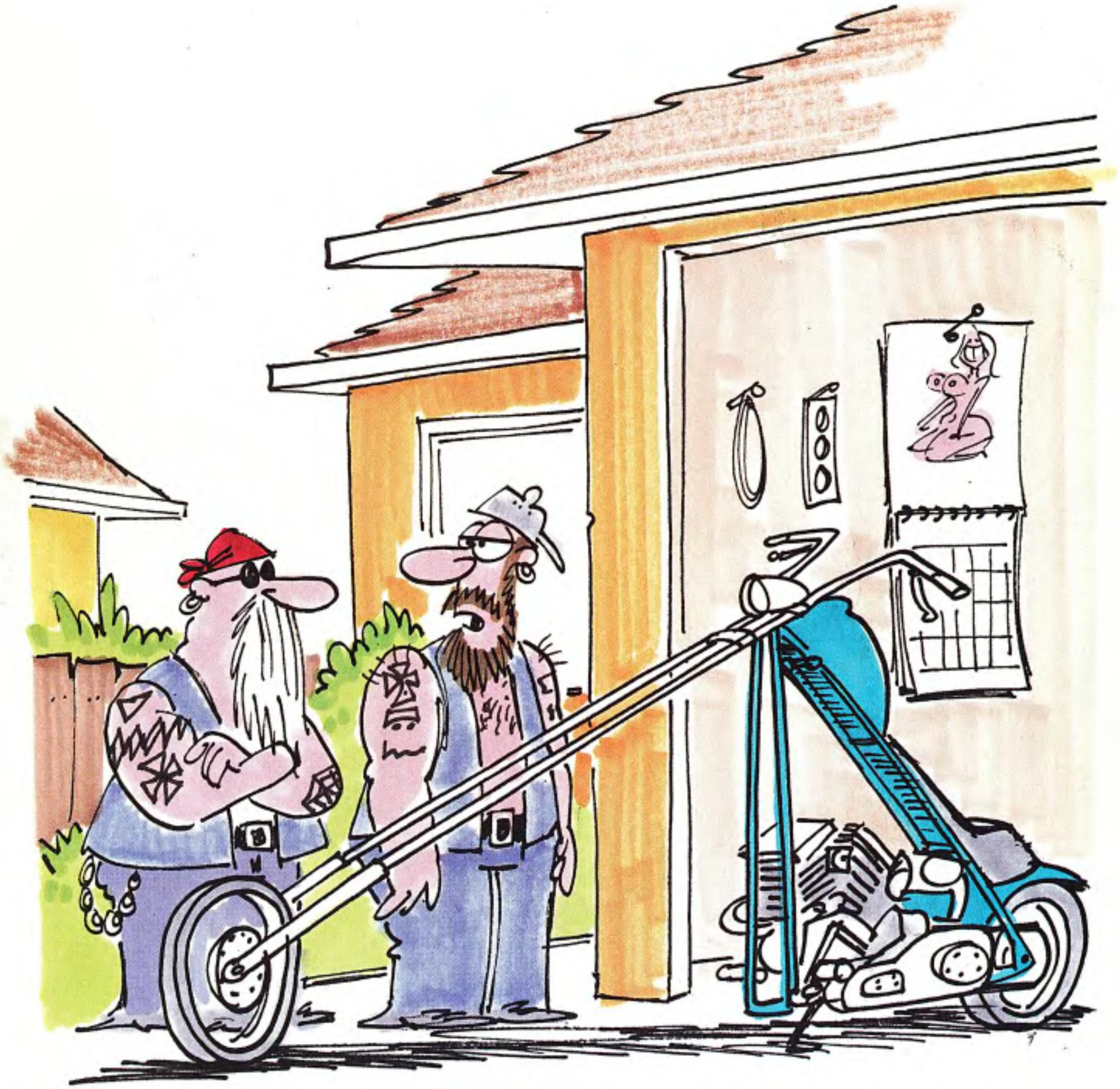

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FLYING TO THE NEXT LEVEL

XMC EAGLEZ

Jeff Rodems is a hard-core Harley guy, an artist, a craftsman, a pizza connoisseur and he's the talented guy who fashioned the red hot chopper you're looking at on these pages. Ain't she a beaut?

Jeff is also VP of Xtreme Machine Corp. in Jacksonville, Illinois. After they sold their last rolling showroom, a high-level decision was made to assign Jeff the task of building something new and snazzy to take its place. After all, they had a lot of new things in their catalog that needed a place to look good the first time customers see them. Most of the parts you can buy at Xtreme Machine conjure up images of power, perhaps even an element of danger…plus they're just drop dead gorgeous.

Jeff built this sweet swingarm frame chop around their showy looking XMC Eaglez wheels. It looks to us like Jeff decided to put most every new gew-gaw he could get his hands on into this bike.

You are looking at one of the very first right-side drive trannies Baker would let go of. You can tell it's the obvious precursor to Baker's current, highly prized RSD 6-speed gearbox because this is a 5-speed model from 2001.

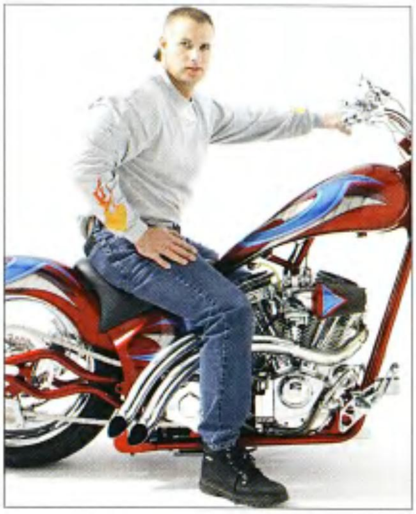
Jeff had the front wheel bearings mounted from the inside out, literally hidden from view behind the outer surface of the hub. This extra painful detail got attention because it helps protect the bearing seal from exposure to UV rays that could cause the seal to harden and even shorten the life of the bearing. It also looks better.

Since it was getting to be such a bitch, Jeff reasoned that the oil bag is probably female. When XMC's Al Blake heard about it, he made a skirt for it. See the way that the XMC Maltese grips look on it and soon you'll be getting some of these for your own twisty pleasure. Initial examination of the brake rotors will reveal a scalloped edge.

Someone said that one day Jeff ran out of their normal rotor material and substituted some thick circular saw blades. Actually, we did find out what's up with that. XMC specially designed these "wavy" rotors. Though they have slightly less contact area than standard rotors, the uneven diameter of their outer edge causes the brake pads to oscillate and flex, which produces a higher level of stopping performance, and a pedal/lever feel similar to ABS brakes. It doesn't hurt that they are also a conversation piece.

Xtreme Machine Corp. is a family operation that put roots down back in 1919, but the last eight years have been the most exciting so far. Since the first seven unique designs they started with in 2000, XMC has been constantly adding new designs and today there are nearly two dozen wheel designs. Check 'em out at www.xtrememachineusa.com where you'll see that they have more than wheels. You'll find the perfect way to take your bike to the next level. You can also give 'em a hollar at 217-291-0200.

—Cheesy Goodness



Owner: Jeff Rodems
City: Jacksonville, Illinois

General
Fabrication: Xtreme Machine
Year/make: 2002 Custom
Model: hidden-shock chopper
Assembly: Xtreme Machine
Time: 1 year
Chroming: AIH & Gene's Plating

Engine
Year: 2001 Merch
Rebuilder: Merch Performance
Displacement: 120 cubic inches
Cam: Merch
Carb: Mikuni 45 mm
Pipes: Hell Bent by West Coast Choppers

Transmission
Year/make: 2001-Baker RSD 5-speed

Painting
Molding: Ernie Ball
Painter: Ernie Ball
Color: Kandy apple red
Type: House of Kolor

Frame
Year/make: 2001 Diamond Chassis
Type: hidden-shock chopper
Rake: 40 degrees
Stretch: 4 inches out and 8 inches up
Shocks: Legend Air Suspension
Modifications: Xtreme Machine

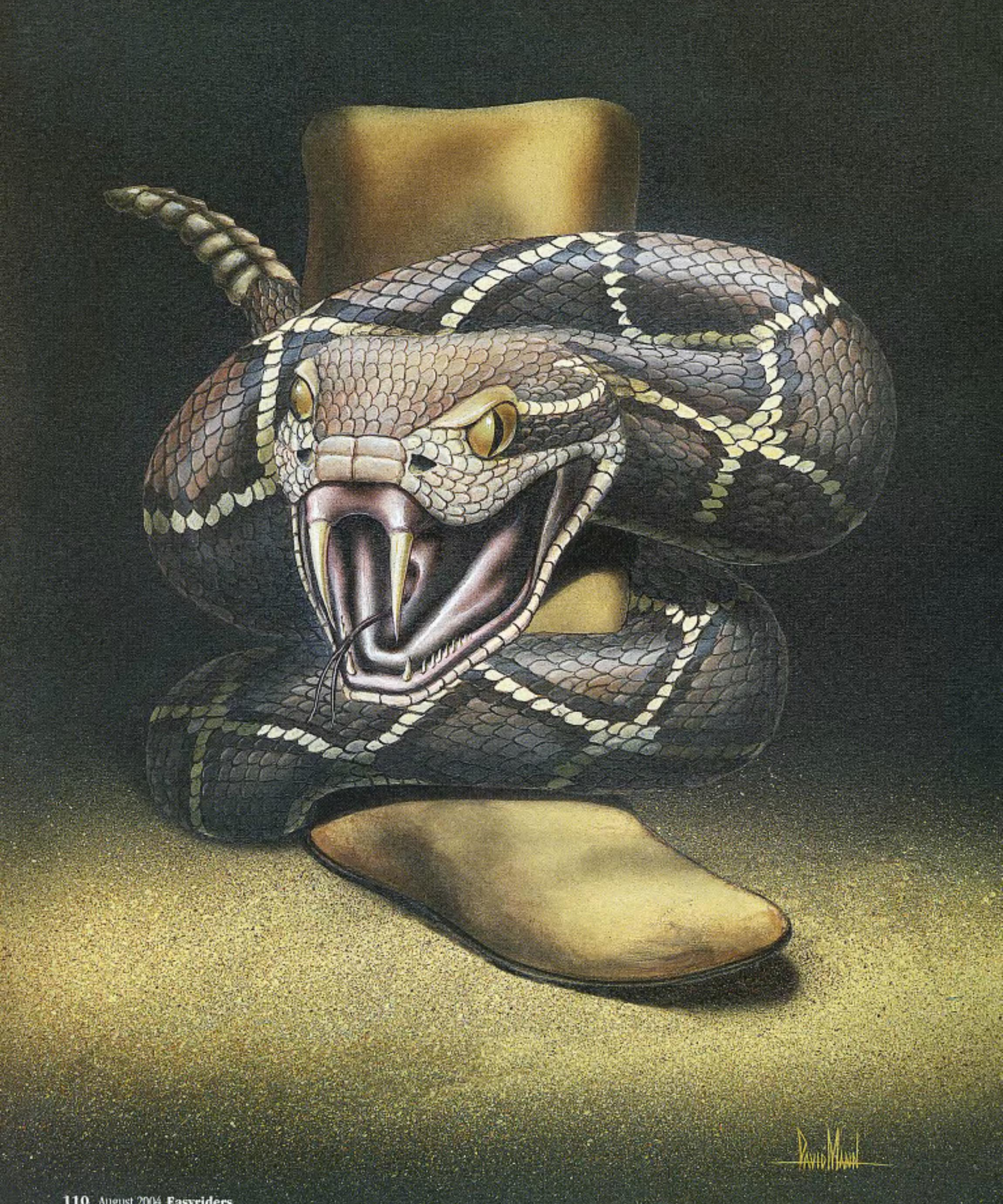
Accessories
Handlebars: Deuce
Risers: Deuce
Handlebar controls: Excel
Fenders: Fat Katz
Headlight: Headwinds
Taillight: Paul Yaffe Originals
Pegs: Chrome Horse
Foot controls: Chrome Horse
Gas tank: Fat Katz
Oil tank: Al Blake at Xtreme Machine
Seat: High End
Mirrors: Paul Yaffe Originals
Grips: Xtreme Machine

Front end
Type: Spherical, 14 inches over, 5-degree trees
Builder: Xtreme Machine

Wheels
Make: Xtreme Machine Eaglez
Hub: Xtreme Machine
Size: 18 x 8.5 rear, 21 x 2.25 front
Tires: Avon
Brakes: Performance Machine

Special Thanks: Al Blake, Rod Brogdon, and John Blankenship
Photos: Chuck Emery

RATTLESNAKE ROUNDUP



Each spring the west Texas town of Sweetwater holds its "Rattlesnake Roundup." The name speaks for itself. People come from all over to compete for cash and prizes by catching rattlesnakes. Most times this is done bare-handed, though the use of sticks and sacks is also allowed. Since there's not much to do in west Texas, save for counting oil wells and watching mesquite grow, the roundup is a big celebration.

The town comes fully awake for the event with a host of things to see, do and purchase. Rattlesnake stew, burgers and chili are served in abundance. And most everyone comes away with a souvenir, be it snakeskin belt, hatband or key-fob. Rattlesnake rattlers and fangs-on-a-chain sell like hot cakes.

Although I'm not a fancier of snakes by any means, I do enjoy partying and any excuse for a road trip. So, last spring, when Keith and Corey announced that they were headed for Sweetwater, I decided to throw in with 'em.

It's about a 300-mile trip, but since we were only staying for a couple of days, we didn't pack much. Sleeping bags, ground tarps, and a change of clothes. Corey's got kin in Ft. Worth, so we stopped by for a short visit, then wormed our way down to Highway 80 and the straight shot into Sweetwater.

It was a beautiful day for riding. Bright, blue sky crowded with mountain-like white clouds, which constantly formed new shapes and designs. Bluebonnets, Texas' state flower, laying a blue and purple carpet across fields of green shag, then giving way to the stunted, twisted growth of mesquite trees. The spring air was pleasant on our faces, and the wind whipping through my hair gave me an euphoric high. A black convertible sped past us, blonde head dancing behind the steering wheel, a quick toot of the horn, and a slender, tanned arm raised, giving us the two-fingered salute. Pleasures of freedom.

We began seeing campers and tents set up here and there several miles before we got into Sweetwater. All kinds of memorabilia was being sold out of the backs of pickup trucks, and hand-lettered signs announcing "Live Rattlesnakes" could be seen.

We spotted a small gathering of bikers and Corey steered us in that direction. As you can guess, this seemed to be where most of the non-snake hunting was going on. If you're out looking for a good time, with lots of beer and hot ladies, follow the bikers.

Someone had stretched several blue

and yellow tarps from the side of a travel trailer out to poles sunk in the ground. There were a couple of tables and chairs sitting in the shade of the tarps. Parked beside that, a big barbecue pit on wheels was already smoking with the smell of burnt mesquite.

"Look what done blew in like tumbleweeds!" someone yelled when we parked. I looked around to find an old friend of mine named Quinn from southwest Texas, the desert area. One year I went down for a visit and spent a weekend watching Quinn and his oldest son chase and rope antelope off the backs of dirt bikes. An experience I'm not likely to forget.

"What's three old scooter tramps like ya'll doing way out here?" Quinn asked, shaking our hands.

"Come to party," Keith answered.

Quinn introduced us all around the campsite. He seemed to know most everybody, and, like good bike-people do, everyone readily accepted us and treated us like family. Before long, a few biker-friendly games were underway. The two most popular being arm wrestling—both men and women—and the bite-the-wienie contest. No mention of snake hunting came up and that suited me just fine.

Along about dark, someone rang a dinner bell, and we all lined up and paid our five bucks for plates of barbecued ribs, beans, potato salad and dill pickles, then sat on the ground to eat, washing it down with ice-cold beer.

Earlier in the day, we'd been told there would be a performance later that night. A big tent had been set up and some of the ladies would be dancing inside. What we hadn't heard was the type of show this would be. So, after we'd eaten, we walked over and paid a dollar to watch. After a short wait, two very pretty women came in wearing bikinis and began to dance and gyrate while letting snakes slither around their arms and shoulders. I've got a few rules I live by. One being: if I'm in a tent, and a snake is in the tent, I ain't in the tent anymore!

I was quickly joined outside by Keith and Corey and we three made our way to Quinn's campsite where we'd left our bed rolls and saddlebags earlier.

A couple of guys had brought guitars with them and were sitting around Quinn's fire playing and singing. More cold beer was passed around, and then some of the girls stood up and began to drunkenly dance and sing, just generally keeping the night in good cheer.

A lot of people can't understand simplicity. They get so caught up in the great hustle of life that they forget how to live. I thought about those people who felt cheated if they didn't have their big homes and fancy cars, and wouldn't be caught dead anyplace that didn't have a dress code. And, still, they were seldom happy. While there, we sat around a mesquite-fed fire, in good company, singing off-key, and having the time of our lives. We'd roll up in sleeping bags on the ground after a while, and when we woke in the morning there wouldn't be any hot showers waiting on us. Yet, I don't believe you could have found a happier, more content group of people anywhere else.

We sang every song any of us knew. Some we did more than once. And when we couldn't carry another note, we settled down for one of Quinn's famous scary stories.

Everyone who knows Quinn will agree, there's no one else can spin a tale quite like him. The one he began telling then was no exception. Using wild hand motions and the shadows being tossed about by the campfire flames, he soon had us hanging on every word.

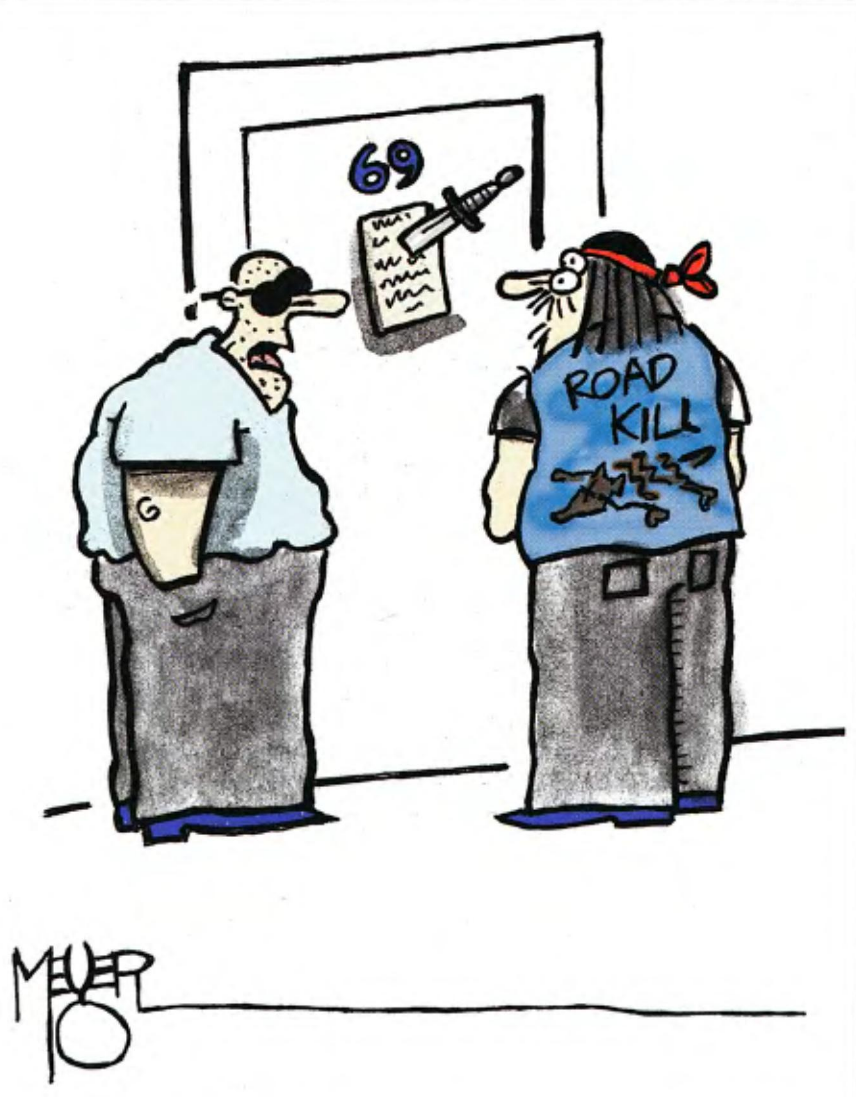
To fit the occasion, his story was filled with squirming rattlesnakes, snake pits, and long, poisonous fangs. We were wide-eyed as he wove the horrors to a crescendo.

Suddenly, Quinn reached under his jacket and tossed something in my direction. I shot to my feet like a frightened schoolgirl as I flung the snake into the fire. Everyone burst into laughter when the life-like rubber snake began to melt in the flames.

"That scare you, boy?" Quinn cackled.

"Nope," I said, embarrassed by my reaction. "Just don't take me long to look at a rubber snake is all."

—Mark Gaspard



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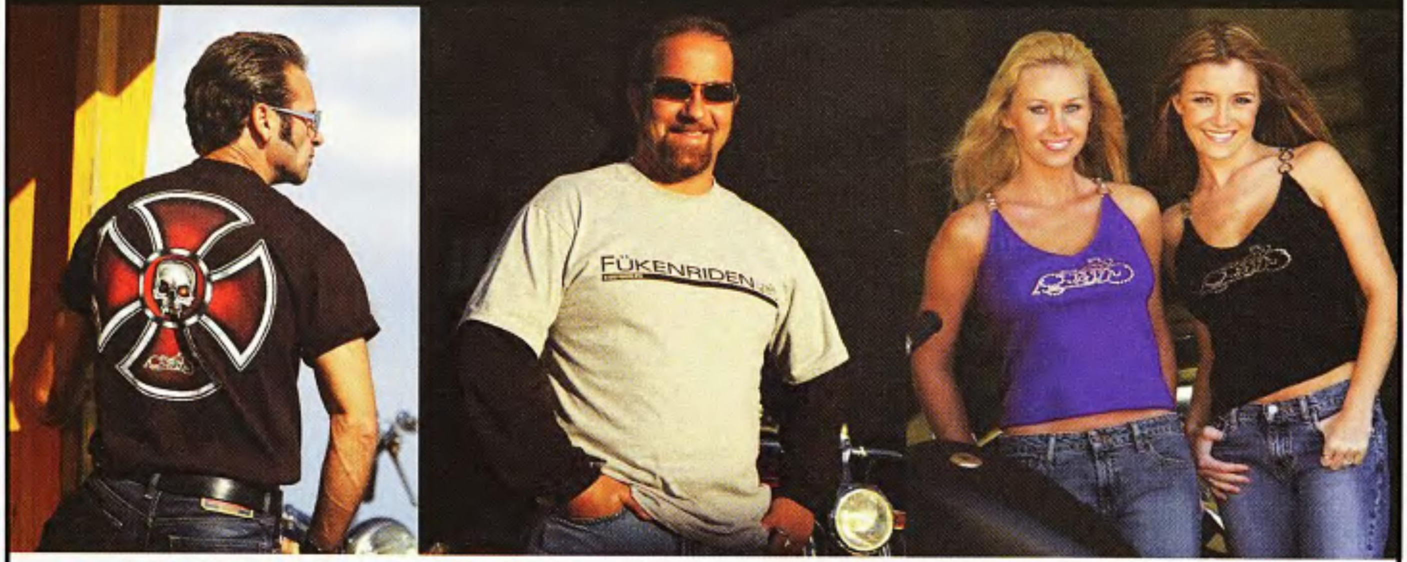

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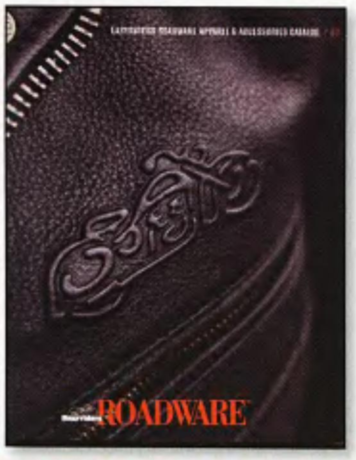

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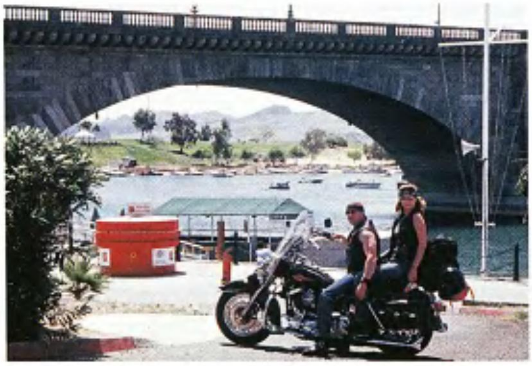
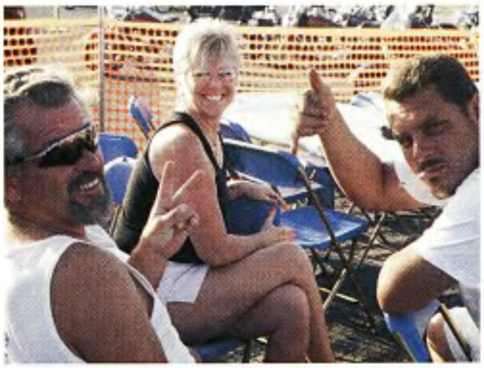
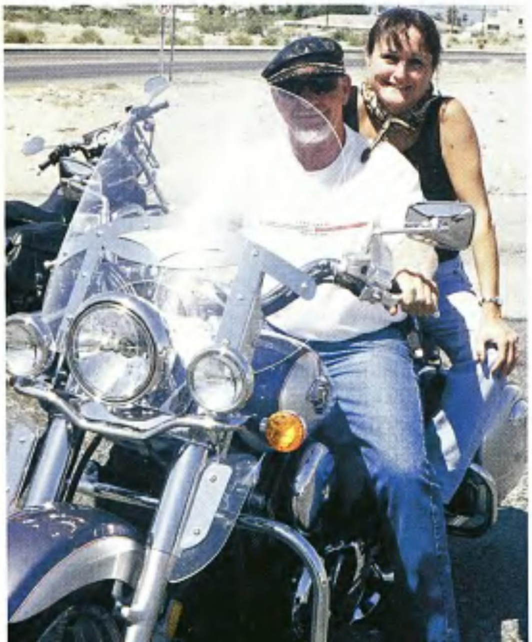






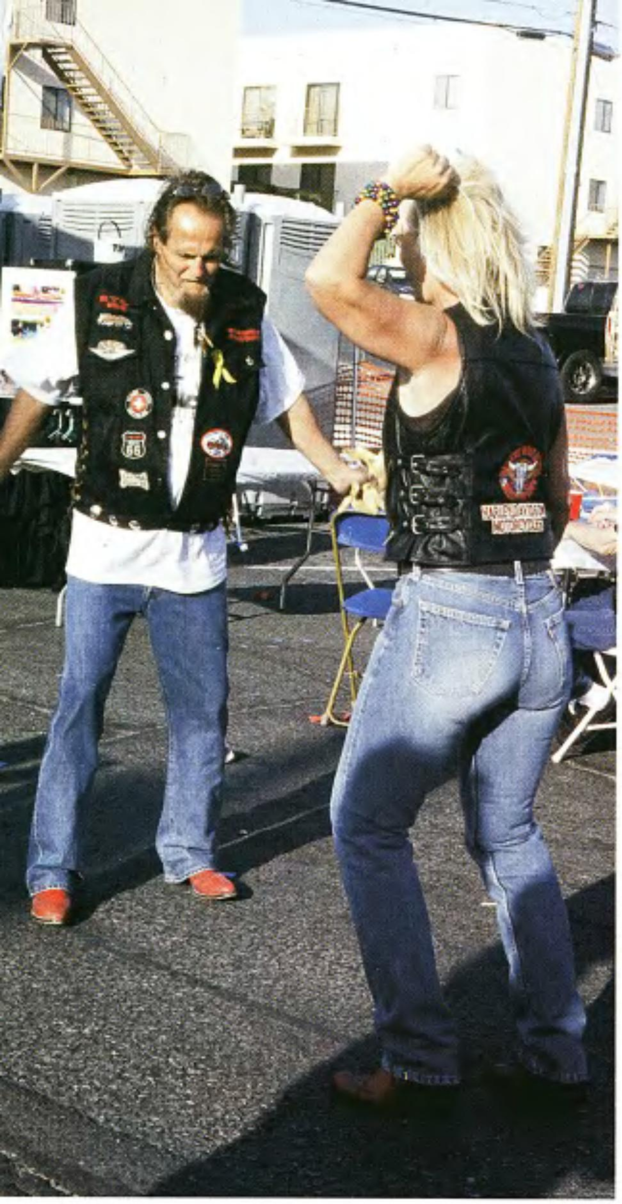
Ta Hell With Laughlin

RIDE TO HAVASU AND HAVE A GOOD TIME

When is enough of a good thing too much? How about when you're arrested for "inciting a public disturbance?" That's right, several folks were arrested during the Laughlin River Run this year for "enciting a public disturbance"—notice I said arrested, as in handcuffed, booked, jailed and posted bail—for uttering the famous phrase "Show Yer Tits!" The females were given tickets of $65 and the men were taken to Las Vegas (about a one hour trip away) for booking. No, I'm not kidding, we have proof.

Why spend the weekend in Laughlin where the alphabet soup of law enforcement (ATF, DEA, FBI, CHP to name a few) have almost the same number of personnel present as those folks attending the event when there are friendlier alternatives? Like the Piss On Laughlin Party in helmet-free Lake Havasu City, Arizona.

For the second year, Jeff "Iceman" White and JP Motorsports have



helped put on this run that doubled in size from last year and looks to at least double its size next year. "Basically we wanted to put on a run for all the people that are tired of being harassed and having their wallets raped in Laughlin," Iceman says. "This year, it looks like we succeeded."

That proved to be an understatement. Last year's run had little publicity. "I got this idea about three weeks before last year's River Run," Iceman begins, "and sent some folks up to Laughlin late one night during the run and had a boatload of flyers put on bikes everywhere." About 200 people took him up on his offer that year…and word spread.

This year, about 250 people showed up the day of the Party In Parker Poker Run. Iceman and fellow sponsors Nancy Turner and John Thorpe of the (now infamous) Pour House estimated that the day's events had lower numbers due to the scorching temps. "I'm confident many people were cooling their heels during the day," Nancy reasons, "because we sold at least an additional 300 admission tickets as soon as the sun went down." And once the sun went down…well, we'll get to that in a minute, but let me tell ya more about the run itself.

The Piss On Laughlin Run unofficially began on April 22 this year—funny, that's the day I arrived in Havasu…. Officially it kicked off on Friday night with a gathering at The Pour House (2093 McCulloch Blvd., 928-680-0063) with a party that included a rockin' performance by Saucy Jack, loose beer taps and heavy-handed bartenders (Leeser) who weren't afraid to pour a drink. Maybe that's why it's called the Pour House?

Saturday, April 24, began with the Party In Parker Poker Run. What was supposed to begin and end at the Nautical Inn Resort on London Bridge, was moved to the Pour House as the resort's sales manager (Dave Sheldon) demanded a contract be signed at the last minute, thereby leaving run organizers high-and-dry just days before the event. Who knows, maybe the "greedy bug" bit him too hard. Nevertheless, other run stops such as Foxes, The Roadrunner, Klub Kayos, and Nancy's Icehouse knew the value they were receiving and welcomed the throng of riders with open arms.

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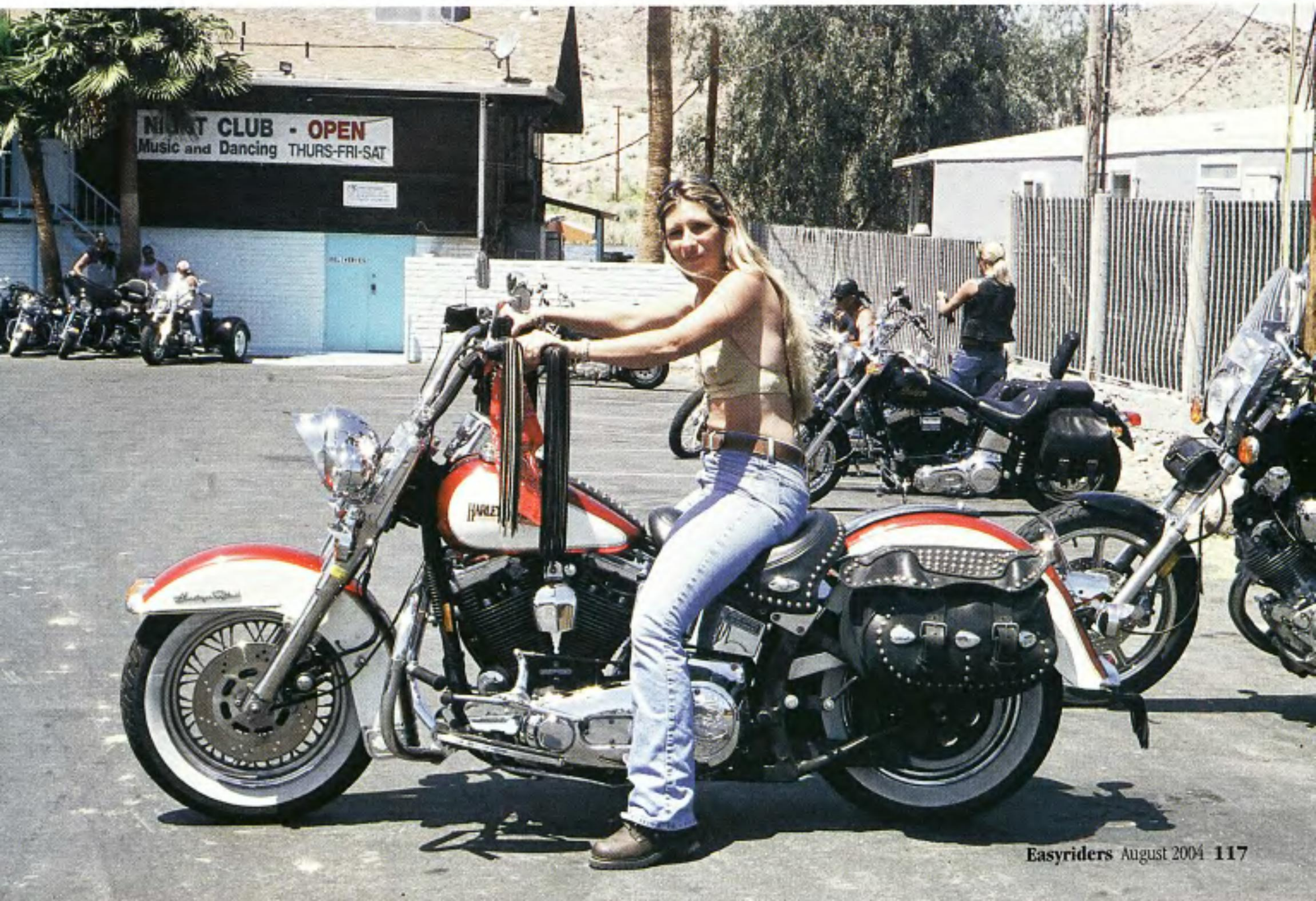
CLUB - OPEN
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Photos: Paul Dileski

So why is a poker run so different on the river? Simple. Boats. Boats have girls, with little and sometimes NO clothing, that dock right there at the bars. Think about it: Spring Break, bikini-clad women, bikers…oh yeah, that's a perfect mix.

The final stop of the day was back at the Pour House, complete with bike show, barbecue, another rockin' show by Saucy Jack and just a big grand party. "By the way," Iceman says, "Nancy Turner really came through for us. When that nitwit at the resort bailed on us, Nancy got all the permits in record time and really helped us put on a great show. She even had her night crew on Friday stay after closing and rope off and set up the parking lots." Ya see, some people get it.

Raffle prizes had been donated by A-Lucky Pawn, Gorton's Snap-On Tools and other sponsors, however the big prizes of the day were donated by Montgomery Gentry. Eddie and Troy donated two red, white and blue autographed guitars. One was raffled off, the other fetched a whopping $900 at auction. Those two items drove the raffle sales acoustic allowing the organizers to raise several thousand dollars for two local charities for abuse prevention and breast cancer.

Ya know, that stupid Laughlin River Run started with just a few folks. "I'll tell ya right now," Iceman says sternly, "I don't care how many people turn out for this event, we'll do everything in our power to keep the costs low so people actually enjoy the run they come to." Knowing him like I do…I know he's serious.

For more information on this year's event or next year's run, run yer mouse over to www.frontiernet.net/~desertthunder and get all the info you'll ever need. Why not be one of the first to be able to say, "I was there when the whole thing began…Piss On Laughlin." *—Oil Can*

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3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/5	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/25	Big River Rally - Ft. Madison, IA
6/26	J&P Cycle - Anamosa, IA
7/2-7/4	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Open
7/23-7/25	Bikefest - Carlisle, PA
7/2-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Matthew's Funmachine - Matthew NC
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
9/29-10/2	Bikes, Blues & BBQ - Fayetteville, AR
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10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/13-11/14	Bike Fest - Okeechobee, FL
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
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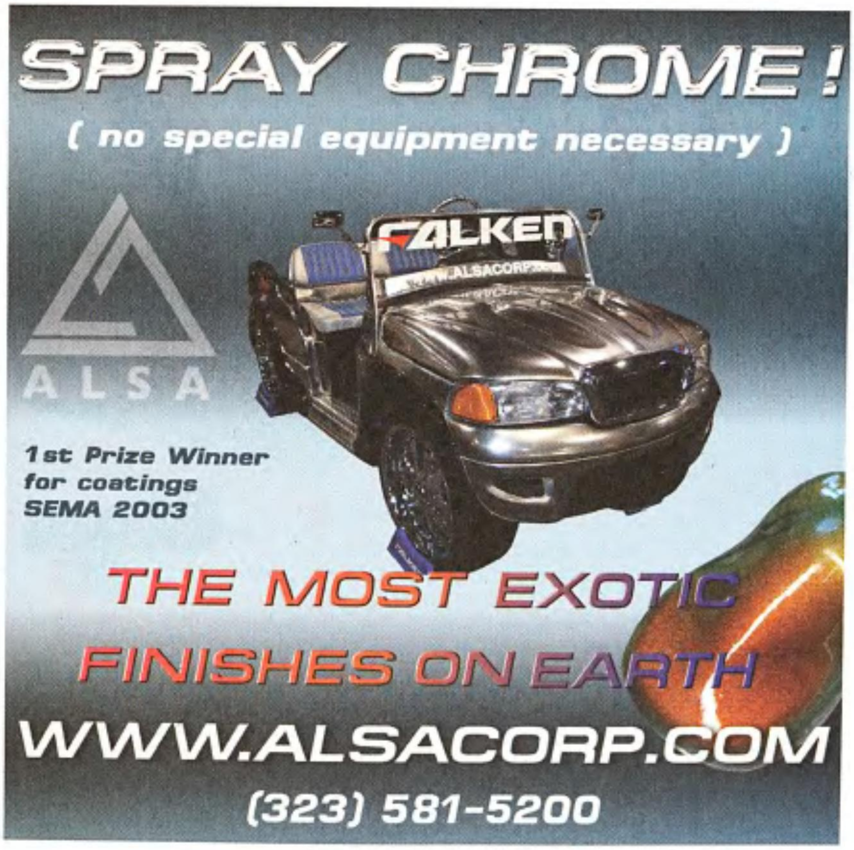

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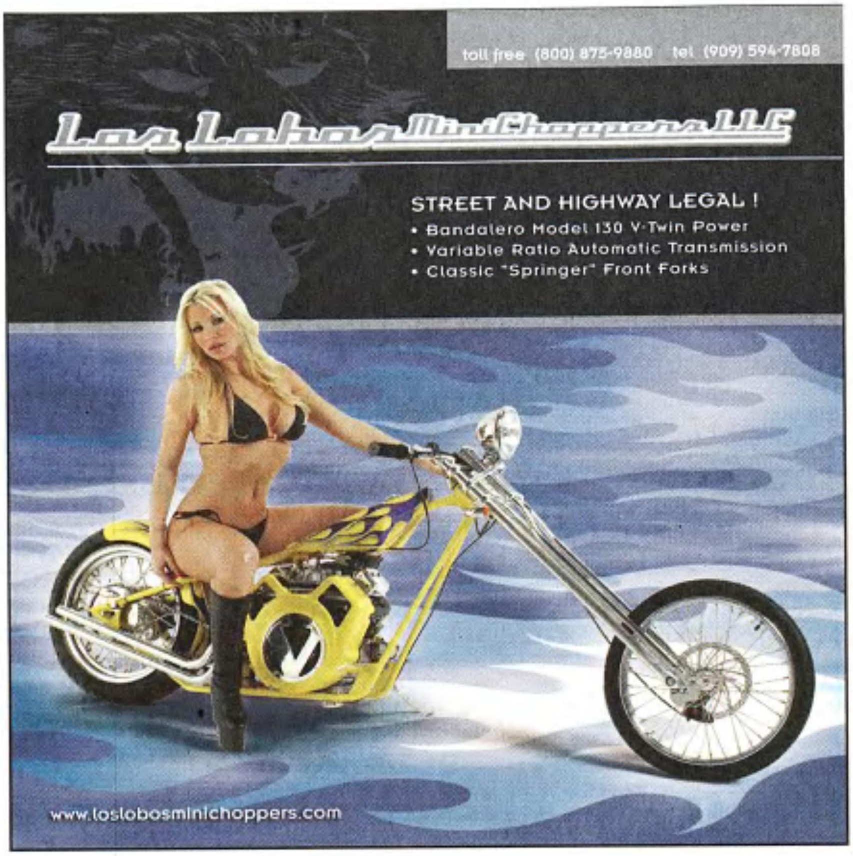
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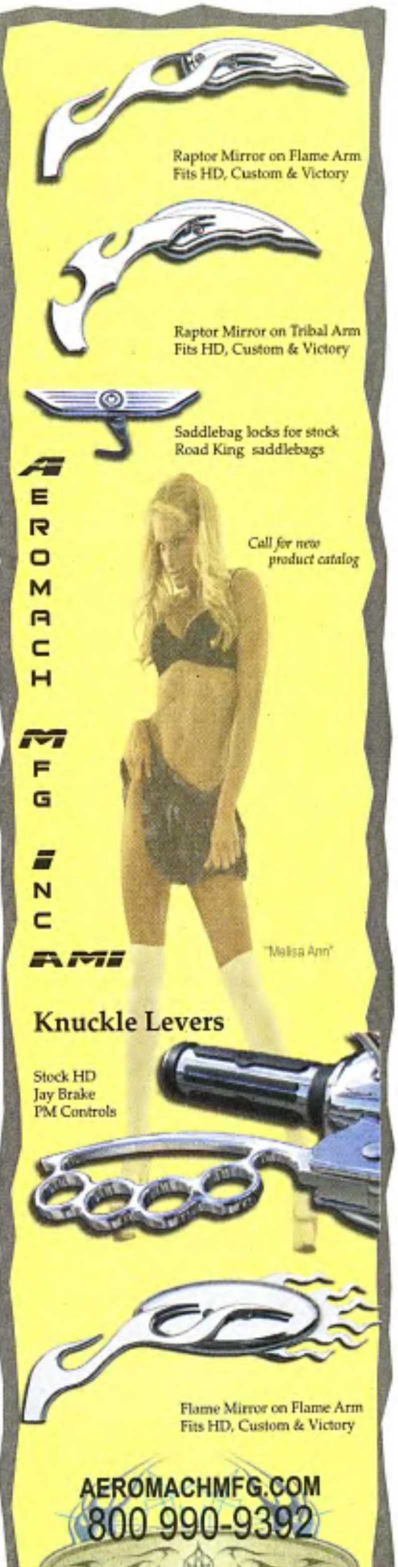
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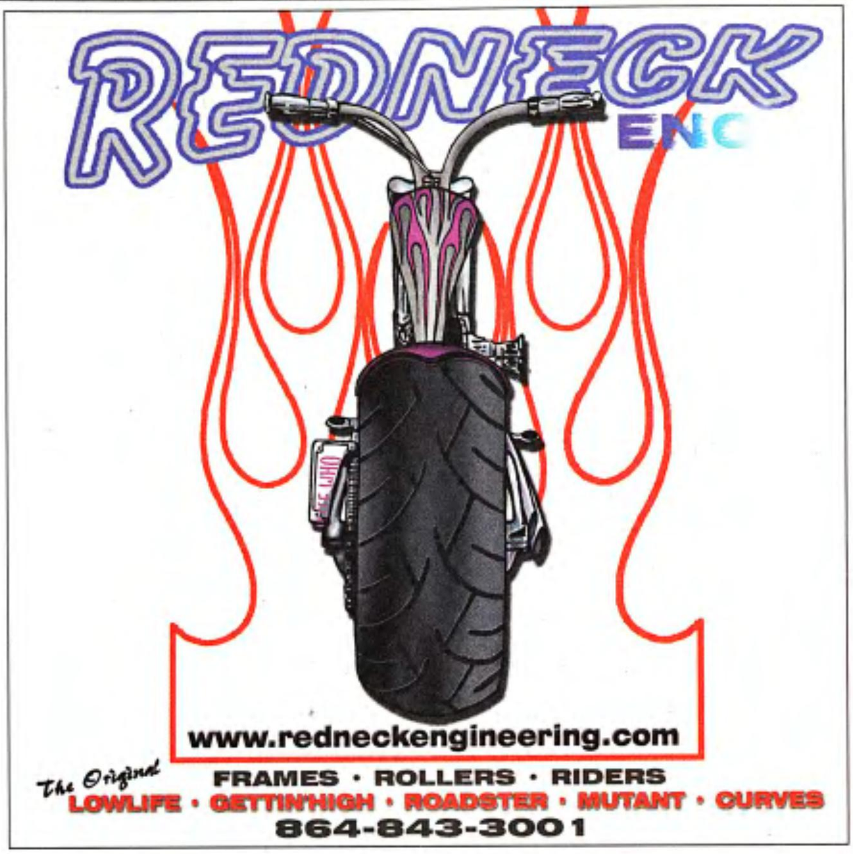
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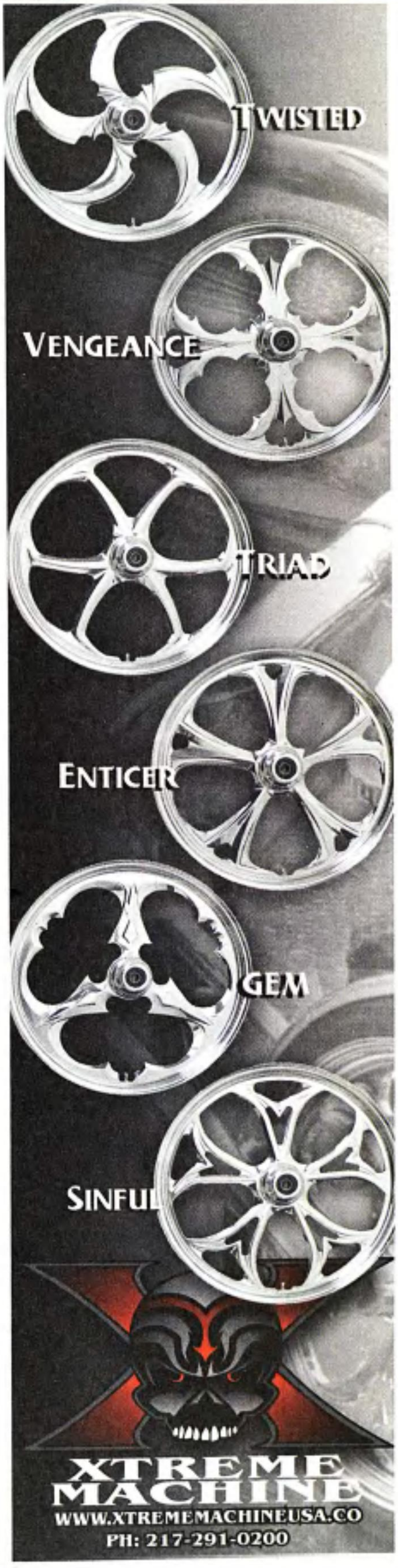
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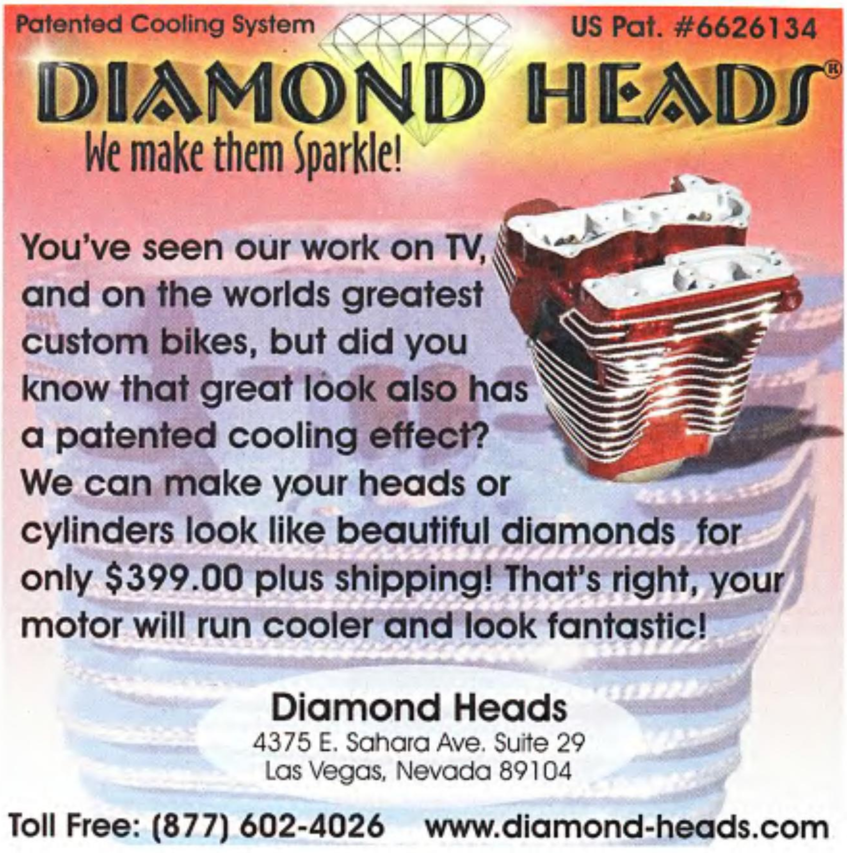
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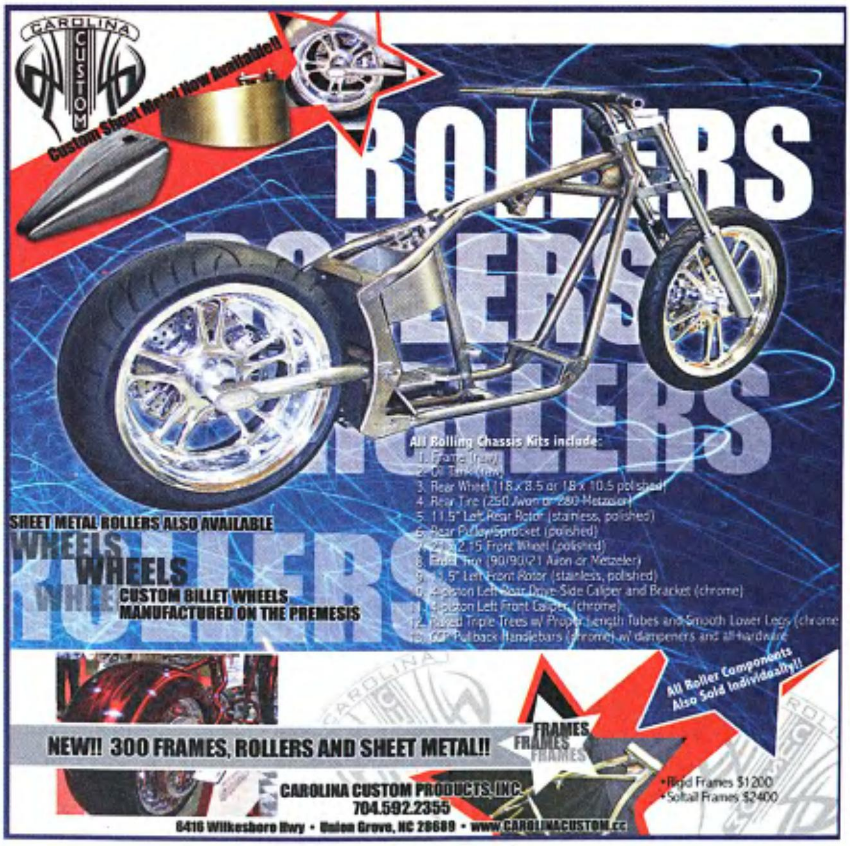
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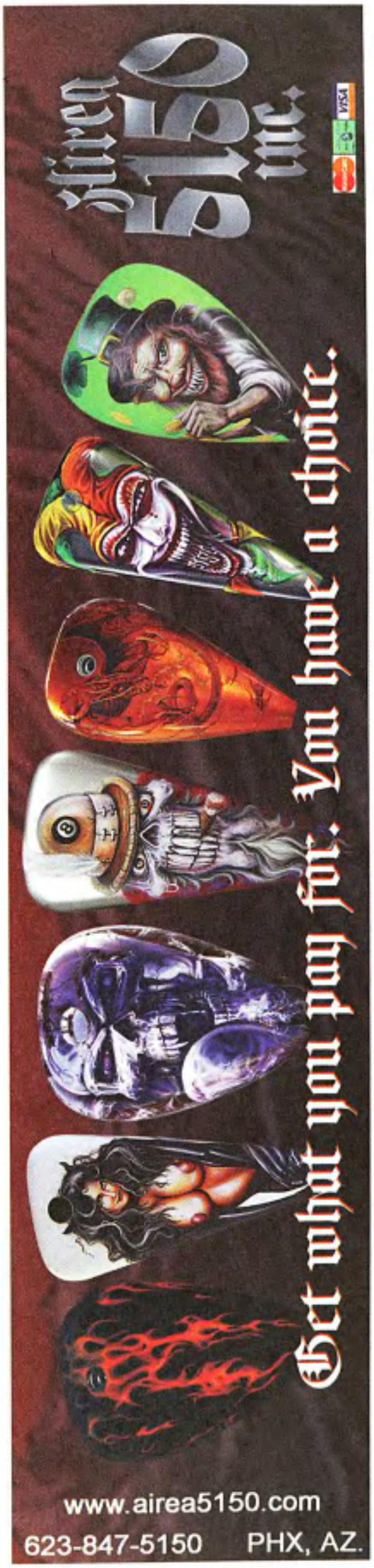
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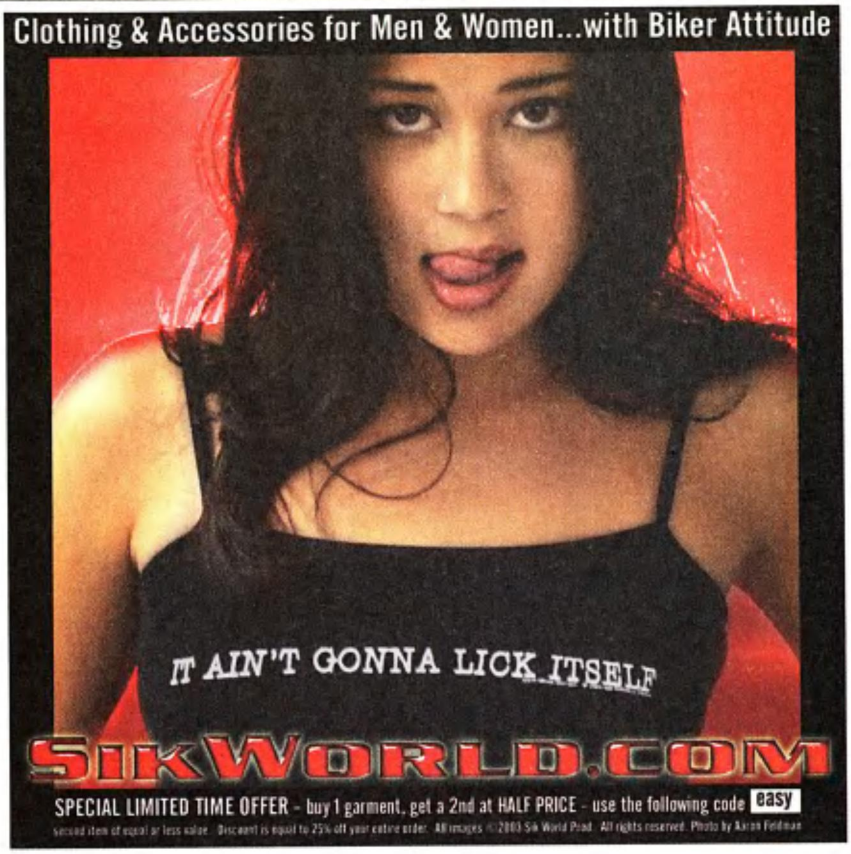

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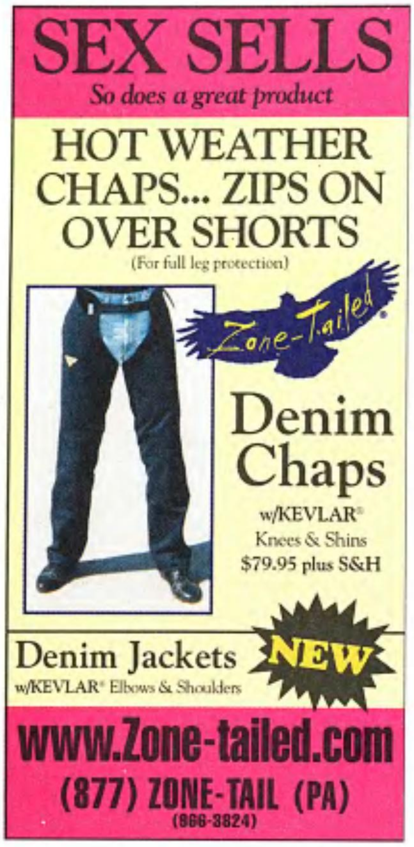
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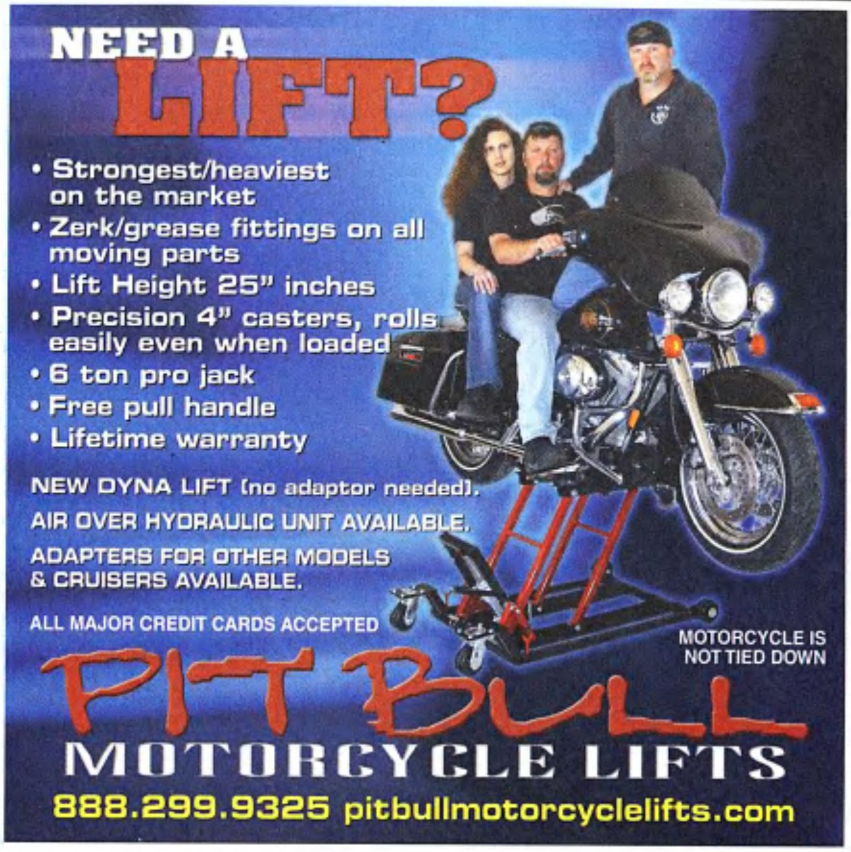
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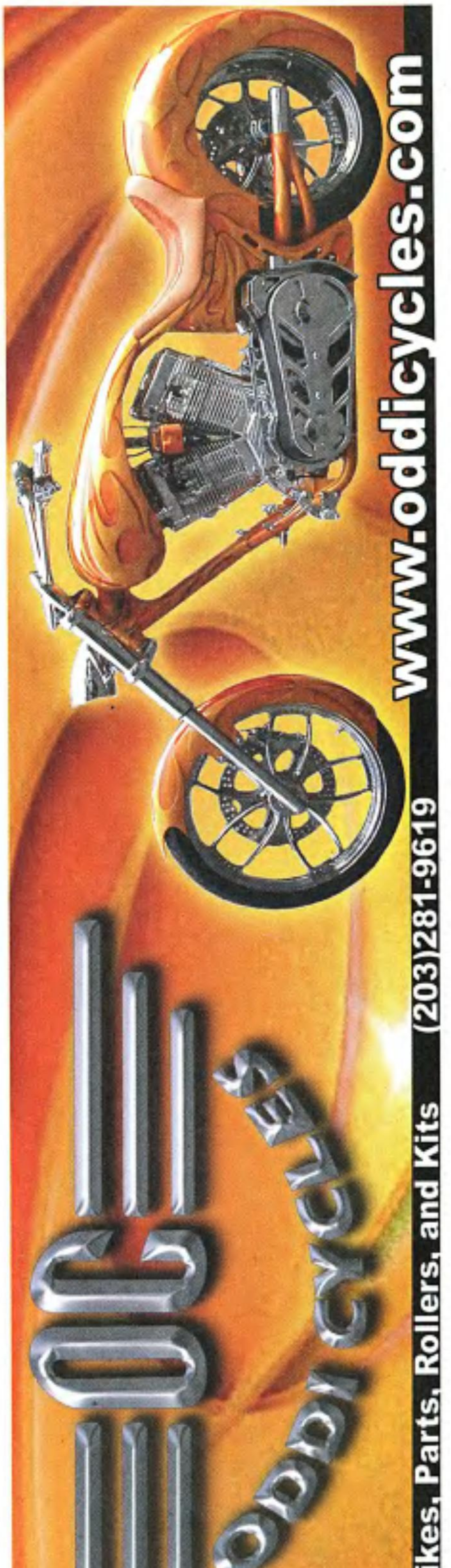
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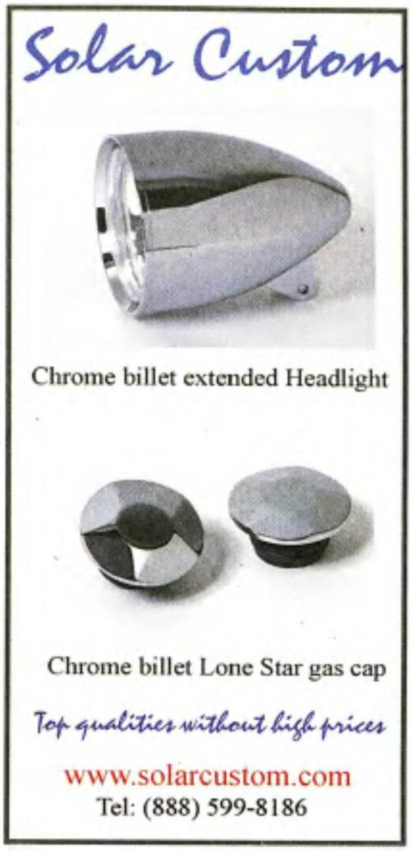
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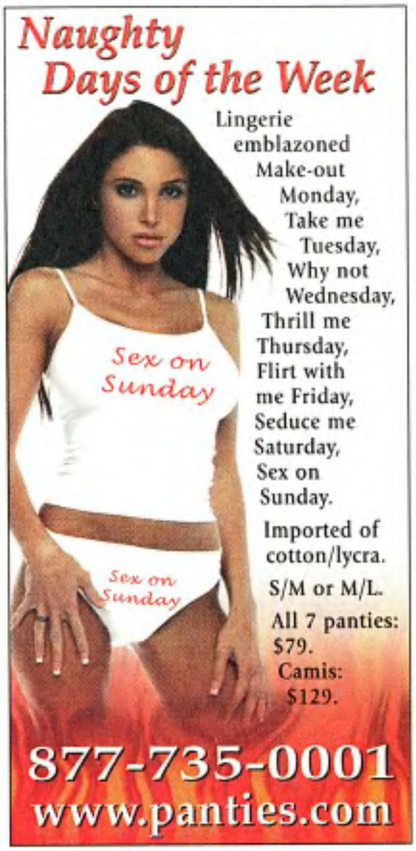
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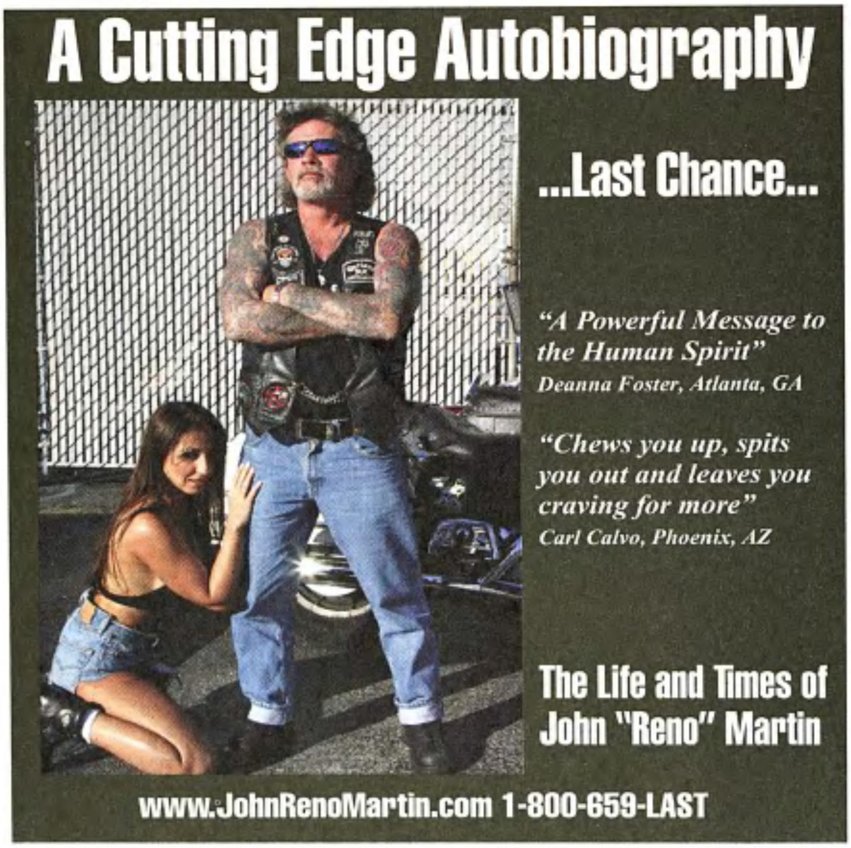
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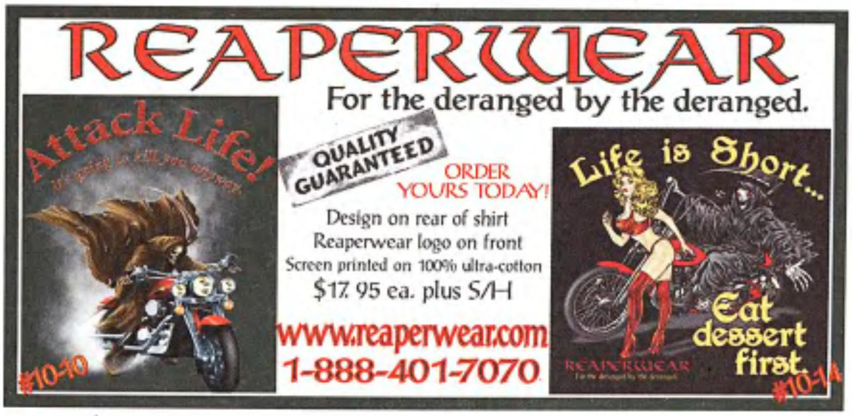

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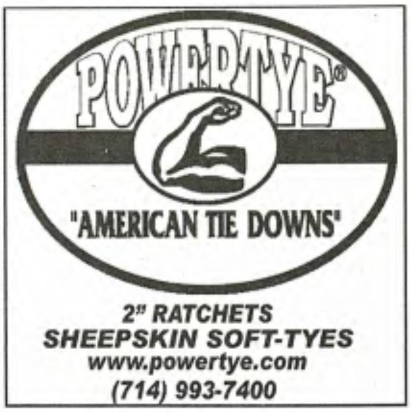
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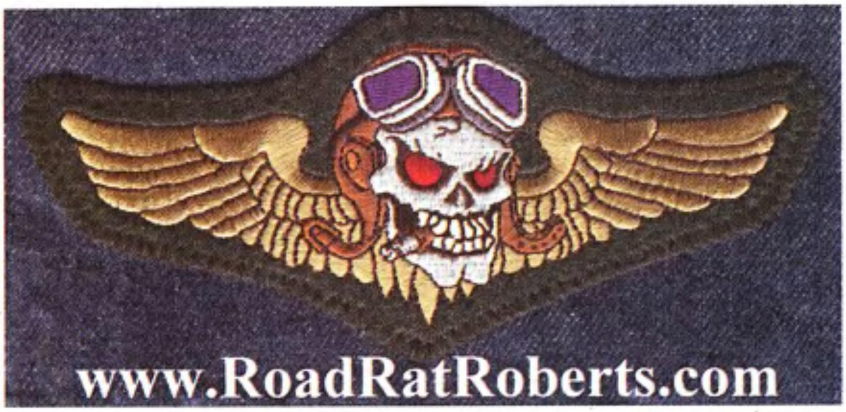
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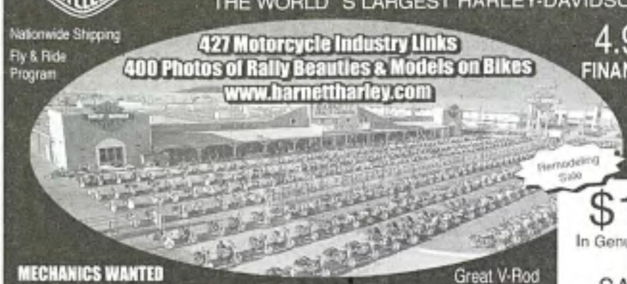

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With their stepped header drag pipes for Softails, Vance & Hines strives to continue its winning tradition in the V-twin marketplace. These drag pipes feature proprietary bends and steps that were developed to give motorcycles increased horsepower and torque, delivering a deep, powerful growl. Full coverage chromed heat shields have been added to virtually eliminate bluing of the pipes on these massive 3-inch mufflers. In addition, stepped head pipes have been specially engineered to keep the show-quality look of this custom exhaust system for years to come. Finishing off the drag pipes with style are the Vance & Hines signature billet end tips.

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Vance & Hines didn't want to leave Sporty owners out on their own and came up with their Straightshots HS system for the 2004 Harley-Davidson Sportster.

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The drag pipes for Softails (PN 17527) retail for $649.95 and the Straightshots HS for Sportsters (PN 17815) retail for $499. Both models are available through many dealers nationwide. For more information contact Vance & Hines at 562-921-7461.

Photos: provided by Vance & Hines

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Be aware that what Harley calls forward controls and those made by the aftermarket are very likely to have different foot positions. Because the bikes Harley sells need to fit a wide range of riders, from 5 feet 9-up, their forward controls are a little on the close side. The boys in the aftermarket though can aim at a specific rider, thus they offer "extended" forward controls for riders that are 6 feet and taller. Keep this in mind when selecting controls for your ride. *—John Sullivan*

Hand And Foot Controls Guide

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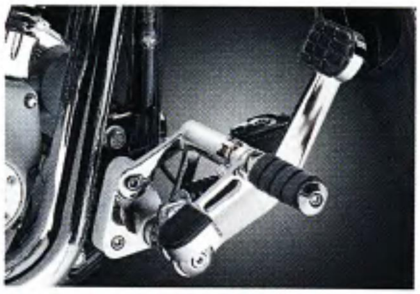
RC Components' forward controls combine form, function and style into one clean unit. The controls are made from billet aluminum and come in a polished or chrome finish. Available for '88-'99 Softails. The small hidden-from-view master cylinder with side discharge brake line makes for a superclean look. High-quality Oilite bushings are used for smooth operation.

For more information, call 270-842-6000, or visit www.rccomponents.com.



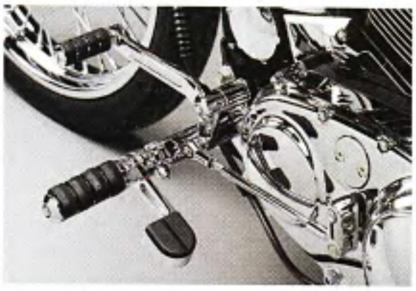
Custom Forward Controls By Küryakyn

Küryakyn's selection of chrome forward control products offers solutions for just about all H-D riders. The sturdy and smooth shifting Deluxe forward controls shown fit '88-'03 Sportsters. Other complete forward control kits, both standard and extended length, are available to convert Dyna and FXR models with mid-controls. Three-inch extended controls are offered to give FXST riders room to stretch out. For the FLST rider looking to convert to forward controls, they offer extended kits that include all OEM parts required to make the conversion.

See your local dealer, call 715-247-2184, or visit www.kuryakyn.com.

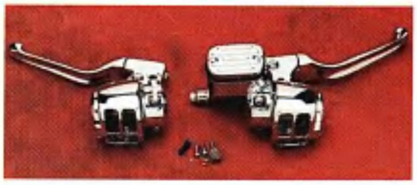
High Quality Controls From Dennis Kirk

Dennis Kirk's premium quality forward control kits fill the void between the economy versions that often leave the rider wanting, and the billet



controls that require a second mortgage to buy. The kits come complete with a chrome shift lever, ISO shift peg, chrome brake pedal, and an ISO brake pedal pad by Küryakyn. Show-chrome all-steel construction combines with a 4-point mounting system for rock-solid stability. High quality Oilite and Nyliner bushings are used throughout for smooth operation. Footrest mounts will accept any Harley-style male mount peg, ISO pegs, ISO stirrups, or retro-pegs.

Item number H571622, for Sportsters has a retail price of $399.95.



Want a little glitter for your ride? How about a set of chrome handlebar controls? Check out kits Dennis Kirk stocks. Each kit includes clutch lever, bracket and clamp; master cylinder, lever and clamp; and right and left top and bottom switch housings. All mounting hardware is included. Switches and wiring not included.

Fits all Harley models '96-'01 except models with radio or cruise control. Item number H571649. It has a retail price of $200.99.

For more information, call 800-328-9280, or visit www.denniskirk.com.

Custom Pegs From Wicked Wire

Wicked Wire Works fabricates pegs unlike any others. The Twisted Wire road and rider pegs are what you need to make your ride truly custom. Wicked Wire also custom fabricates shifter linkages, license frames and heel guards. Chrome or powercoated, Wicked Wire

parts will catch everyone's attention.

For more information, call 318-247-8603, or visit www.wickedwireworks.com.

New Demon Grips And Pegs From Cyril Huze

Let the demon out. These new Cyril Huze grips fit all H-D models '82 to present except those with air reservoir in the bars. Pegs come with a male billet stainless steel clevis and fit all models with female mount. Shifter pegs are supplied with a 5/16 24 stainless steel stud for secure mounting. They're made in the USA out of 6061-T6 billet aluminum and beautifully triple chrome plated.

For more information, call 561-392-5557, or visit www.cyrilhuze.com.

Does Thunder Cycle Design Have The Baddest Forward Controls?

Eddie Trotta thinks so! Thunder Cycles new Death forward controls are machined from billet aluminum and feature a slim-line master cylinder. They are show chromed with your choice of Death or Hourglass pegs. The controls are in stock and ready for delivery.

For more information, call 954-763-2100, or visit www.thundercycle.com.

The Soon To Be Copied Forward Controls By Paul Yaffe

Paul Yaffe originally created this look for his Prodigy bike. Then last year while he was working on a bike for the Discovery Channel, he found the original prototypes and grafted them and his new Ali-Baba peg sets with the ever-popular UMI control bodies. When he was all

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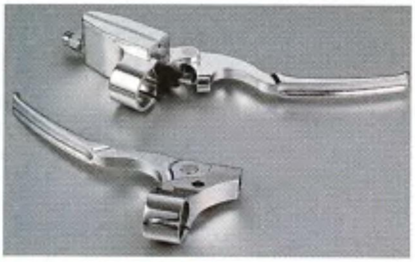
done, he thought these are so cool that they'll get copied in no time, so he decided to call them the STBC forward controls. Each set comes complete with foot and shifter pegs, Paul Yaffe logo master cylinder cover, hardware and stainless shift linkage. They are constructed from 6061-T6 aluminum and chrome plated. Fits all Harley Softail-style mounts to 1999.

For more information, call Paul Yaffe Originals, 602-840-4205, or visit them online at www.paulyaffeoriginals.com.



Super-Smooth Hand Controls By Euro Components

Eurocomponents billet hand controls are smooth and compact. They are a must for you superclean-look fanatics. They are available for traditional cable clutch or hydraulic clutch. The microswitch button assemblies are sold separately. Eurocomponents also offers a matching line of supersmooth forward controls. Finishes are: chromed, polished or black anodized.

Available only from: Eurocomponents. For more information, call 386-274-5729, or visit www.eurocomponentsusa.com.

Give Yourself A Break With EZ Brake

Most Harley riders find the stock rear brake pedal inconveniently positioned. The most common complaint is that it doesn't leave enough room to rest your foot comfortably on the floorboard. The EZ Brake is a radically different design from any existing stock or aftermarket brake arm because it repositions the brake pedal forward, which makes braking easier. It also adds a custom or billet look. It is now available in a 2-inch extended design with matching extended shift lever.

All these EZ Brake parts are triple chrome plated (fits models with engine guards and fairings). They fit Softails with floorboards from

1987 to present and all dresser models and Road Kings from 1983 to present.

For more information, call 800-491-1530, or e-mail ezbrake@bellsouth.net.

Now You See Them, Now You Don't Controls From Climax Cycle

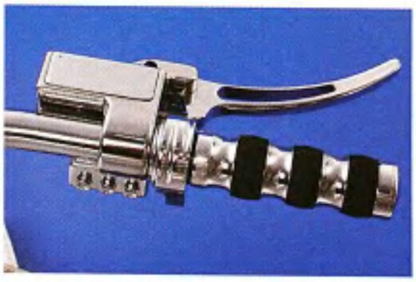
Climax Cycle Control Systems new Stealth is the ultimate drag bar. They have clean lines to complement Climax Cycle's famous concealed hand control system. They also offer a choice of Dakota Digital's 3013 speedometer or their 3015 speedo/tach combination. The Stealth's hidden-control system maintains all standard controls at your fingertips while concealing both clutch and brake fluid reservoirs, all wiring looms, control cables and hydraulic lines. You may not be able to see any of the usual cables, wires and lines above the top triple tree, but everything is still easily accessible for maintenance. The control system is made in the USA and ships assembled and ready to install.

For more information, call 702-438-2129, or visit www.climaxcycle.com.

The Knuckle Sandwich From Aeromach

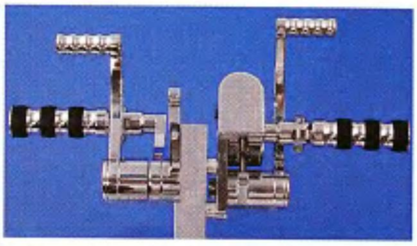
Aeromach's new Knuckle levers were designed to add some attitude to your bike. These aggressive levers are hand-machined from T6 billet aluminum. The Knuckle levers will mount on all '84-'03 Harley-Davidson motorcycles with manual clutch and are also available to fit Performance Machine Contour controls and JayBrake components. You can order the Knuckle levers in your choice of chrome or polished finishes. Retail price for the levers is $149.95 a pair.

For more information, call them at 800-990-9392, or visit www.aeromachmfg.com.



Streamlined Hand Controls From BDL

BDL has designed one of the most streamlined hand control sets on the market. These handlebar controls feature miniswitches to take smoothness to the ultimate level.



The unique design and features of the hand controls are also incorporated into the BDL forward controls. They will complement any stock or custom application. The controls are manufactured with the utmost care for quality and fit. Both hand and foot controls are available in either polished or chrome finish.

For more information see your local Belt Drives Limited dealer, or visit them on the Web at www.beltdrives.com.

Dyna Controls For The Long Legged Type By Harley-Davidson

Now Super Glide and Low Rider pilots can kick their legs out. This forward control kit was developed using the stock components from the 2003 Dyna Wide Glide. The left and right control brackets have been chrome-plated to enhance the appearance of this kit. The mounting brackets may also be purchased separately to upgrade the look on your stock FXDWG.

For more information see your local Harley-Davidson dealer, or visit the Web site at www.harley-davidson.com.

Pro-One's Scimitar Controls Feature Roller Bearings

Always striving to stay on the leading edge of style and reliability, Pro-One's new eye-catching Scimitar forward controls use roller bearings. There are roller bearings and thrust washers at all pivot points for smooth, precise actuation

without slop or play. Mounting plates and brake and shift levers are machined from 6061-T6 aircraft-quality aluminum, while footrest mounts and brake and shift lever shafts are made from chrome-plated steel. Adjustable, folding footpegs provide comfort and convenience.

For more information, call 800-884-4173, or visit www.pro-one.com.

Ness-Tech Rad II Handlebar Controls

The Arlen Ness designed Rad II controls have an invisible mounting design for the body, lid and the levers. The lever pivots have needle bearings, which result in smooth operation.

These Arlen Ness handlebar controls are carved out of 6061-T6 billet aluminum and elegantly chrome plated, MSRP is $799.95.

The newly designed Ness-Tech Radius forward controls *(top right)* have an integrated 3/4-inch hidden master cylinder for incredible stopping power. The Shift controls feature a Space Age Teflon bushing for smooth operation under the harshest of conditions. These controls are available in stock or 3-inch extended versions (shifter rod included). The controls are CNC machined from 6061-T6 billet aluminum and have a show quality chrome finish. The Ness-Tech controls accept any of Ness male mount footpegs, floorboards and shifter-pegs.

For more info, call 925-479-6350, or visit www.arlenness.com.

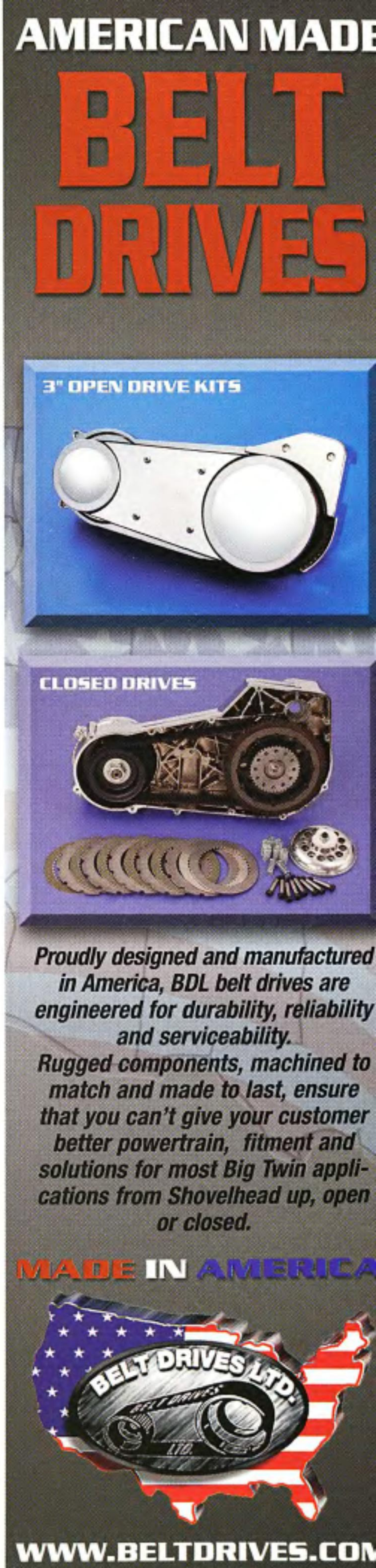
Badass Shift Rods By Detroit Bros.

There's nothing like shifting in style, and the Detroit Bros.' new 2-piece shifter linkages do it. The Iron Cross (shown here) consists of five powder-coated black iron crosses, which are riveted to a polished stainless steel bar. Stock size is 12-13.75 inches, custom sizes available for an additional charge. Stock price $169.99 (rod ends sold separately).

For more information, call 866-DET-BROS, or visit www.DetroitBros.com.

Tribal Designed Controls By Accutronix

For those of you that are building your bike around a tribal theme, Accutronix has a new Tribal design of forward controls. They combine form, function and clean styling into one easy-to-install kit for all applications. Each set is manufactured in the USA from 6061-billet aluminum and uses sealed bearings to insure smooth operation and improved durability of all moving



parts. Both the shift and brake assemblies are adjustable for optimum riding comfort.

Forward controls kits are complete with mounting hardware, pegs and shifter and brake rods. You can choose to have the Tribal controls drilled at the factory for kickstand mounts or without holes for a cleaner, custom look.

For more information, call 602-993-2675, or visit www.accutronix.com.

The Jockey Shifter By Hotop Designs

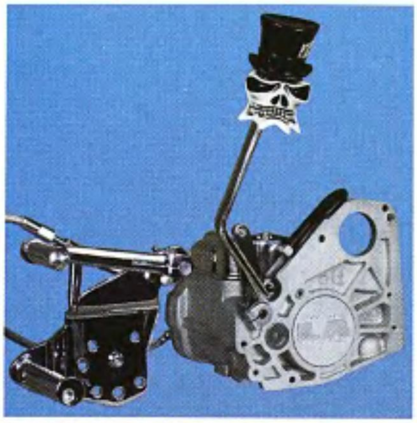
How about a jockey shift kit for 5-speed transmissions? Well, Drag Specialties/Hotop Designs has a cool kit that is available now. This new-for-2004, chromed jockey shift kit offers a unique custom alternative for the innovative custom bike builder. Constructed of steel and aluminum, the comprehensive kit is designed to function with a hydraulic clutch (sold separately). It includes motor mount, clutch pedal mounting plate with master cylinder assembly, shift lever, linkage and all the necessary installation hardware. The kit fits most big twin 5-speed transmissions and retails for $499.95.

See your Drag Specialties dealer, or visit www.dragspecialties.com.

Protect Your Sole, With Heel Guard

Save your boots and stop making those hard to remove black marks on your chrome pipes. The people over at Heel Guard developed these cool rails for your floorboards; they are designed to keep your rubber boot heels from frying on your exhaust. The Heel Guard fits onto the right side footboard, they come in three styles. The original Turn-Out style, the new Turn-Down style for more fore and aft movement while still guarding and the Physically Challenged style, which features a wrap around design that provides extra support for the rider with a disability. All Heel Guards are easy to install using a hand drill and a few wrenches. Available in your choice of chrome or black powdercoat finishes with stainless steel mounting hardware. The Heel Guard is proudly made in America. Suggested Retail Price: $65 each.

For more information, call 406-689-3102, or visit www.heelguard.com.



Hand Shifting By La Breola Machine

Genuine tire-burning, foot-clutching, hip-shifting, old-school cool! The original L.A. jockey shifter, will fit 5- or 6-speeds in all applications including FLHTs, Softails, and Dynas. Foot clutches come in chrome or powdercoat depending on application. Handles are chrome and come threaded in 3/8-16 for knob. The kit includes Barnett cable. Shift knob, floorboards and footpegs are not included. Retail MSRP $299.95-$399.95 depending on application.

For more information call 303-433-8785, or visit www.lajockyshifter.com.

Stop Those Buzzing Fingers with e-Grip From Custom Chrome

Long-distance riders' number No. 1 complaint is "numb" or "tingling" fingers. Any rider who has logged more than two hours at a stretch knows the feeling, and the eGrip has been ergonomically designed by a medical doctor to cure it. No longer will your hands feel like they went to sleep.

The e-Grips are made from vibration dampening material. The shape of the e-Grip gives the rider a flatter top surface to rest their hand on, which will reduce hand and forearm fatigue as well as numbness in the fourth and fifth fingers, (ulnar neuropathy) now there's a couple of words. The eGrip's contours allow the rider to control the throttle while applying less muscular effort. The eGrip's front and rear contours also give the rider a better sense of throttle position.

The eGrip is available exclusively from Custom Chrome in black finish, MSRP, $39.99.

See your local Custom Chrome dealer, or visit www.customchrome.com.

Bigger Floorboards From RIVCO

RIVCO offer floorboards with 20% larger surface area than stock floorboards. This gives you more room to move your feet reducing fatigue on long trips. Soft neoprene rubber inlays greatly reduce vibration. Fits 1980 and Newer FLT, FLHT, FLTR and '86 and newer Heritage Softails. Matching slip-on brake pedal cover is also available. It's CNC-machined from billet aluminum and triple chrome plated.

For more information, call 888-801-8222, or visit www.rivcoproducts.com.

Stash Tube Grips by Mr. Lucky

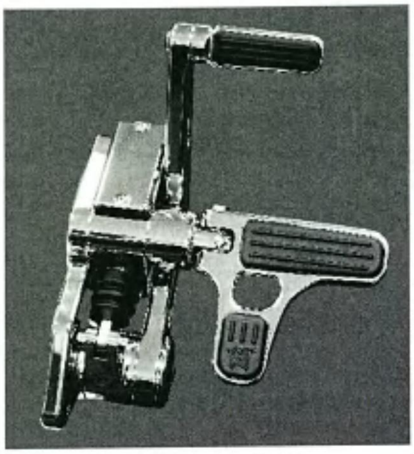
Hide your stash in these custom-looking chrome-plated knurled grips. End caps unscrew to reveal a 1/2-x-3-inch stash area. They have a rubber belting to ease your palms on long rides. Fits all dual throttle cable models, 1974-1999 (except those with air reservoir). Part number 111215, Stash Tube Grips (sold in pairs), MSRP $99.95. Matching stash tube footpegs No. 190161 are also available.

For more information, call 800-597-6467, or visit www.mrluckystore.com.

Joker Machine Stage II Forward Controls

The Stage II forward controls take advantage of Joker's many years of CNC-machine expertise to make a smaller and sleeker set of controls. These new controls have dual ball bearings for smooth operation and a rock-solid feel with no play or slop. The new brake master cylinder and reservoir are a very compact design that tucks in tightly against the frame. The brake system also features a built-in micro-stoplight switch. Stage II controls (Joker part number 08-39) have a retail price of $1059.95 and are available through your local Drag Specialties dealer.

Like all Joker Machine products, the new Stage II controls are manufactured in the U.S.



with the finest materials available.

For more information, call 909-613-0028, or visit www.jokermachine.com.

One-Piece Billet Handlebars From Classic Steel

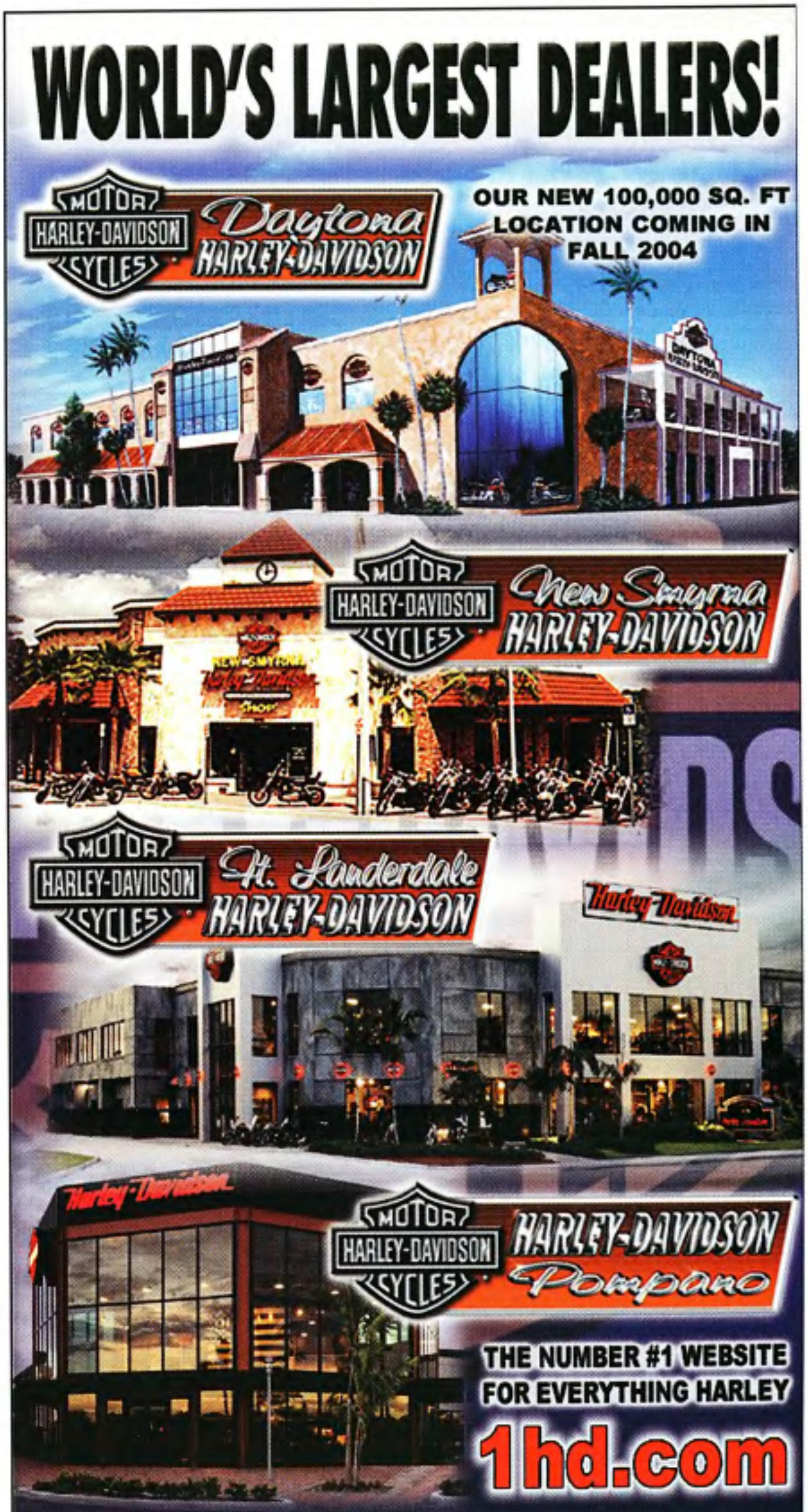
Classic Steel is a Montreal-based custom bike builder, over the years they established a reputation for handlebars with no visible wiring. Now they have introduced their One-Piece billet bars. Made out of billet aluminum, these handlebars feature integrated clutch and brake master cylinders, reservoirs, switches, throttle cables, wires and hydraulic lines. Everything passes through the supplied stainless steel polished riser bolts. The One-Piece bars come ready to install with all wires, cables and lines hooked up, there are four models to choose from.

For more information, call 450-699-8050, or visit www.classic-steel.com.

Chrome Billet Forward Control Kits From Jireh Cycles

These cool looking custom forward controls from Jireh Cycles are CNC-machined from 6061 T-6 and chrome plated. They feature O-ring-type footpegs and pedals. Fits 1936 through 1999 4-speed big twins, Softails and most customs. The kit includes both brake and shift controls, footpegs and pedals with all needed mounting hardware. Part No. 47-403, standard-mount forward controls kit with 5/8-inch bore master cylinder.

For more information, call 877-681-0448, or visit www.jirehcycles.com.



HARLEY'S RUBBER-MOUNT HANDLING FIX

There has been enough complaining and questions being asked in the motorcycle chat rooms on the Internet and in some of the magazines about Harley-Davidson rubber-mounted engine motorcycles having handling problems to take a very serious look at the situation.

Some dressers, Road Kings and FX models have seemed to be the most common. The motorcycles range from stock to modified with most having some engine work done to them.

Most complain of the problem at high speeds. This problem can also happen at slower speeds of around 60-65 mph when traveling on curved or sweeping roads. I have had my share of people complain and even had a problem with one of my motorcycles.

The first thing to do is to check the motorcycle and make sure there are no worn or damaged parts, also that all parts are torqued and adjusted correctly. Most of the bikes I checked were fine or needed minor adjustments and though they were in factory specifications they were not handling like they should.

The owners of these bikes had spent a lot of money on these motorcycles and were not satisfied with the answers that the speed limit in most places is 70 mph, and, or, that the motorcycle was not designed to go over 100 mph.

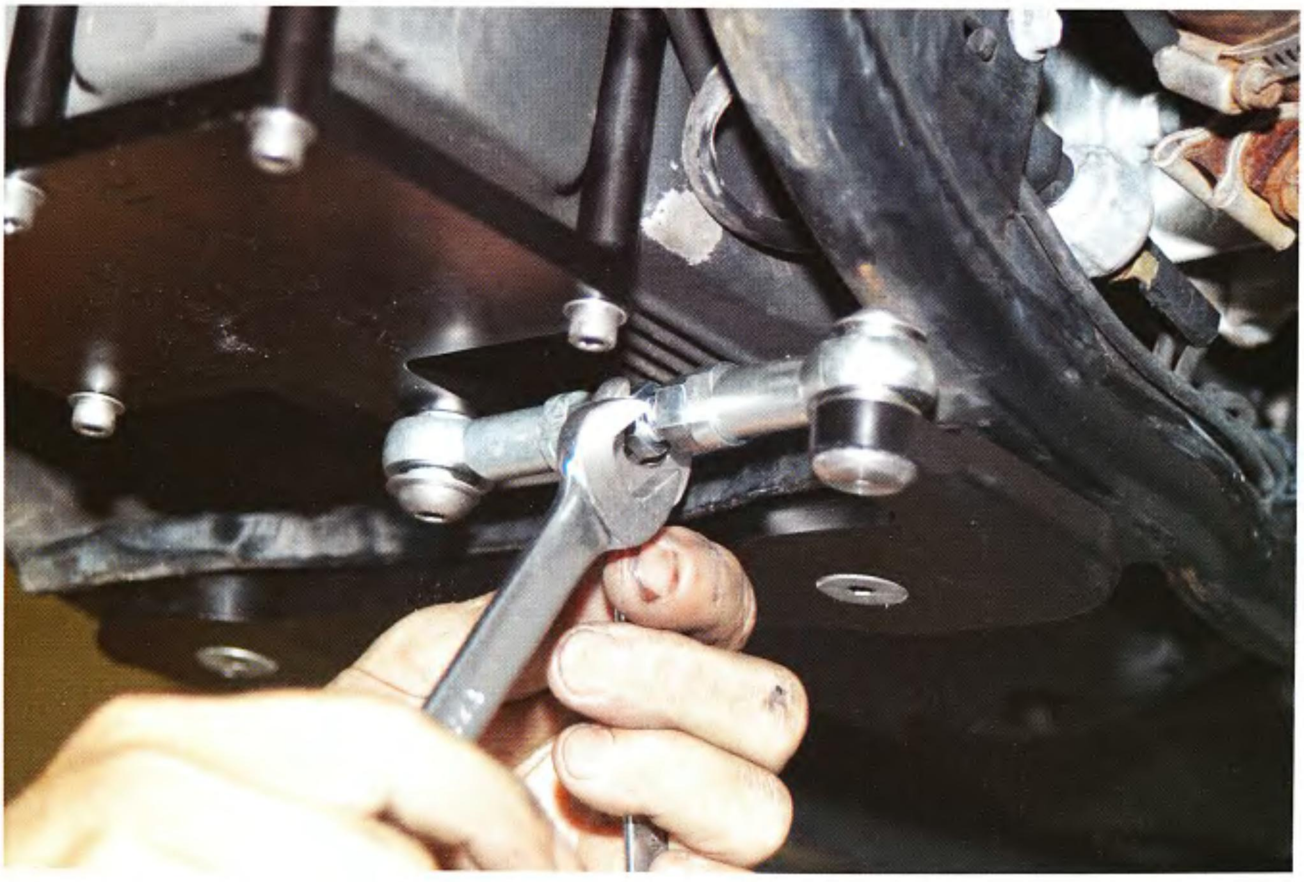
When setting up rubber-mounted engine bikes, start by making sure the rear axle and swingarm shaft are exactly the same distance from each other on both sides of the motorcycle. I do this with a tool that I had made but it can also be done with numerous other things. The rear wheel will now push the motorcycle straightforward.

Make sure the bike is sitting straight by using wooden blocks on the lower frame rails. Then use two 8-foot fluorescent light bulbs secured one on each side of the rear wheel making sure they touch the front and rear of the tire. They run the length of the motorcycle and on either side of the front wheel. Of course you need to be very careful not to break the light bulbs.

Following the instructions in the Harley shop manual loosen the motor mounts and adjust the front stabilizer until the front and rear of the tire is exactly in the center of the light bulbs. Torque every thing back to spec. The wheels are now aligned to move the motorcycle straightforward.

That is until the rear fork moves in the rubber bushings. When the force moves the bushing right to left or left to right instead of just up and down, it causes the rear wheel to change direction and no longer push the motorcycle straight. This is called "rear steer."

It does not take a lot to change the direction the rear wheel is pushing. Think of what happens when you lean your motorcycle. If your engine moves side to side it is doing basically the same



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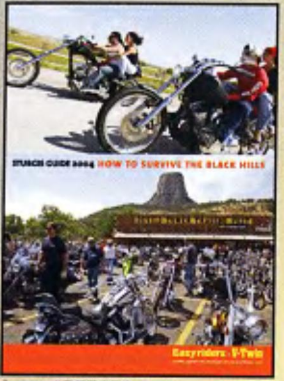

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thing. If it makes your rear tire want to run on anything but the center of your tire it will affect your motorcycle going straight. The faster you go the faster it happens until you get your shake and loss of handling.

We pretty much have known what was causing the handling problem but not what to do about it. Well the fix is easy. Make a stabilizer to limit the movement of the swing arm. Then you would have 3-point stabilizer control.

There is a kit out that solves this problem on 1994-2003 dressers and Road King Evo/TC 88s with oil pan transmission models and it is so easy to install you can do it at home with a few basic tools. You do not even have to jack the bike up. A torque wrench is a must. If you do not have one, buy or borrow one.

I did not have one of those model bikes available but as it turned out my friend Dennis Mitchell who owns Mid Florida Cycle in Palm Bay, Florida, did. As a matter of fact he had just dropped his in some curves so he was ready to try the "Truetrack." Note that it is not necessary to raise the motorcycle to install this part. We did because it was easier for me to get photos of the job being done.

The Truetrack is made from 6061 T-6 billet aluminum and I was very impressed with the workmanship. Total installation time was approximately 15 minutes.

We started off by cleaning and straightening the rear cross member and then installed the two plugs from the top and attaching the Dog Bone into place from the bottom. We used blue Loctite on the 3/8-16 flat head Allen bolts, installed them and torqued to 30 foot-pounds. Be sure to use a torque wrench.

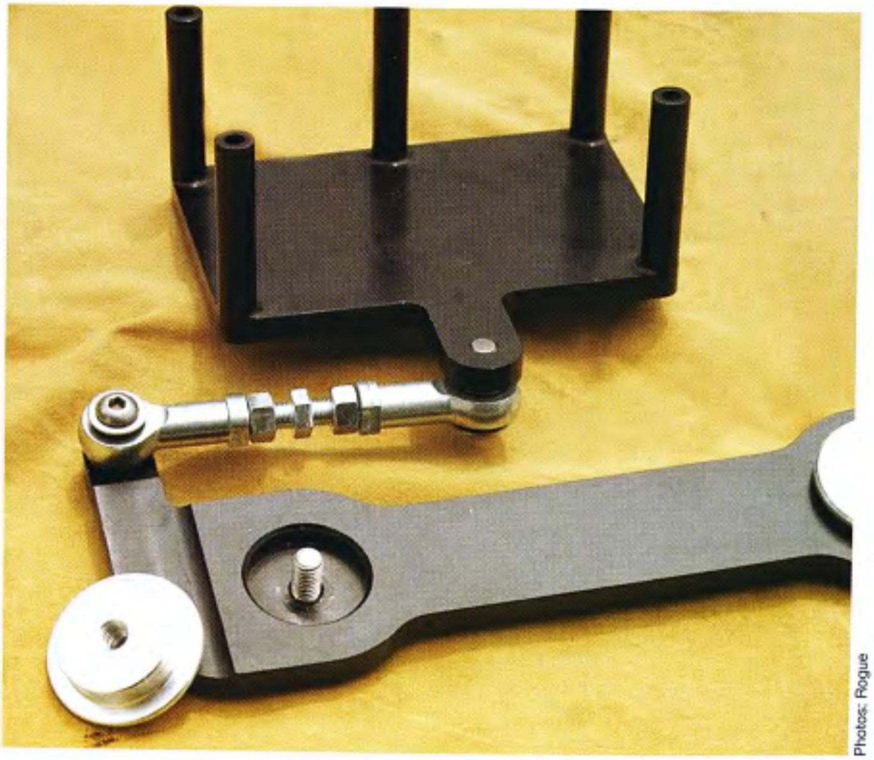
We decided to disconnect the stabilizer link to double-check the adjustment. Next the five bolts at the rear of the oil pan were removed. Blue Loctite was added to the long stainless steel Allen bolts that come with the kit and then the Truetrack bracket was installed and torqued to factory specifications. The stabilizer link was checked to make sure it was adjusted correctly and blue Locktite was used on the threads.

That's it. It is almost too simple. Dennis took the bike for a ride and when he came back smiling I knew that the Truetracker had worked.

This works just like the front and top stabilizer links to keep the engine centered in the frame. The swingarm pivot at the right and left rear rubber mounts must be kept centered and anchored as well. With the Truetracker installed the rubber mounts can not compress or move from the left to right by the force of the rear tire. They can only move up and down like they were designed to.

For more information or to purchase one of these units contact Devin at 818-445-6204 or e-mail Rogue at rogue@bikerrogue.com.

—Rogue



Photos: Rogue

GOING STRAIGHT *(YOUR BIKE THAT IS)*

In order to go straight on your bike you need the front and rear wheels going the same way. If not, when you smoke your tire you'll go sideways. The same thing will happen when you nail the brakes hard.

If your bike has ever felt like it was on ice or began to wobble at high speed, you need this tool! It will show you the misalignment of your wheels, the root cause of your problems.

With a little practice using the tool, a minute or two should be all that's needed to see he misalignment of the wheels.

Bike-builders, these tools are a must. Using the supplied "STRING TOOL" you can set-up the bike with both wheels in live with the center of the frame neck first. Then and only then go and line up the driveline. Verify results with the easy-to-use "LASER ALIGNMENT TOOL" as shown above.

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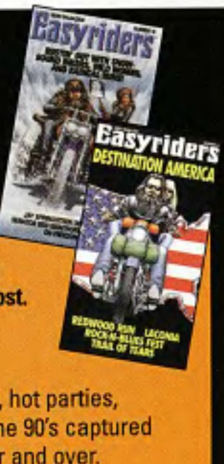

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ReadersRides

Randy Porsley
Corona, California
2001 Special Construction

This being the second of three bikes Randy has built so far (the third being a hidden-shock-type custom), it's kind of obvious that he knows a thing or two about putting together a nice ride. While he says he's done most of the fabricating in his well-equipped garage—"you know, grinder, air lift, and such"—Randy also readily admits to having gotten plenty of help from other folks. "The owner of Thunder Eagle here in Corona gave me the frame," he says. "It's got a 38-degree rake and a 4-inch stretch. And the Hell-bound steel front end is 10 over, with 6-degree trees."

The 80-inch motor, he adds, got a lot of head work from his pal Hubbe at Hubbe's Performance, also in Corona. There's a 6-speed Baker tranny, an 18-inch rear wheel with a 180 tire and a 21-inch wheel in front. Aside from the Cobra pipes, he says, "The rest of the stuff I just picked up at swap meets."

It took Randy about six months to build it, and once it was ready for assembly, he took certain parts to another buddy, Craig Hayne, for the illustrious painting (please note the lovely skull on the rear fender…however, it is not a likeness of Randy).

Randy didn't have much more to say about this bike, so why the heck should we? Especially since the bike itself says so much.… —*Tripper*

Photos: Owner

Michael Jackson
Sunland, California
2003 Homegrown

Looking at Mike's bike, you'd never guess it's even close to old-school, but that's exactly his point. After riding a 96-inch S&S-powered FXR for some time, Mike decided to return to his far-reaching biker roots and build himself a rigid. "I've been riding for 32 years, and I've always had this idea of a tricked-out bar hopper," he says.

After having wrenched at the famous Glendale Harley-Davidson shop for 17 years prior to owning his own shop, Harlee Hideout, for the past seven, Mike has a wealth of experience and know-how to rely on, which permeates this motorcycle.

The Santee frame was molded and modified with the tab mounts relocated and hidden away. For his rear fender, Mike says he originally had some famous $360 custom aftermarket fender "that was warped and wouldn't fit, so I returned it and bought some flat trailer fenders, and made my own trailer-trash fender." Hmm..a new product line.

The fender, by the way, contains a small compartment for gloves and sunglasses. Also trick is the gas tank, into which Mike integrated the Dakota Digital gauges, and the closure for it was also made from spare flat trailer parts, with hidden tank mounts and the gauges frenched in. "But the trickest thing is the wiring," Mike laughs. "I don't do custom wiring with those butt connectors you'll find in most kits. Wiring has to be soldered and heat-shrunk, so they won't vibrate loose. I use Harley wiring, which I hide."

"This bike is very mechanic-friendly," Mike says. "The tail section separates in five minutes, and the gas tank comes off with two bolts and one plug; it's sort of divided into sections and handles almost like a kit."

Though Mike built the entire bike himself, he did enlist the favors of some friends when absolutely necessary. "Chris and Dale, Marty, Luis and Manuel, Larry, Willie. They know who they are, no last names necessary," he laughs.

Yeah, homegrown can do that to you.

—Tripper

Photos: Kai Raecke

Rich Castro
Fremont, California
2002 Y2K Stalker

Dateline Fremont, California. This is breaking news that needs no fixing: Contrary to popular belief, it is possible even on the left coast to get reasonable insurance rates for custom bikes and choppers.

How do we know? Rich told us. And if anyone knows, Rich does. He not only works as an insurance agent for State Farm, he also owns and rides custom bikes, such as the one before you. Billed as Arlen Ness' first Y2K Stalker, the bike was delivered to Rich about two years ago. "Arlen sends many of his parts, such as his Y2K frame, down to American IronHorse in Fort Worth, Texas," Rich says, "where the bike was assembled and painted. After that, it came back to Arlen's store in Dublin, California."

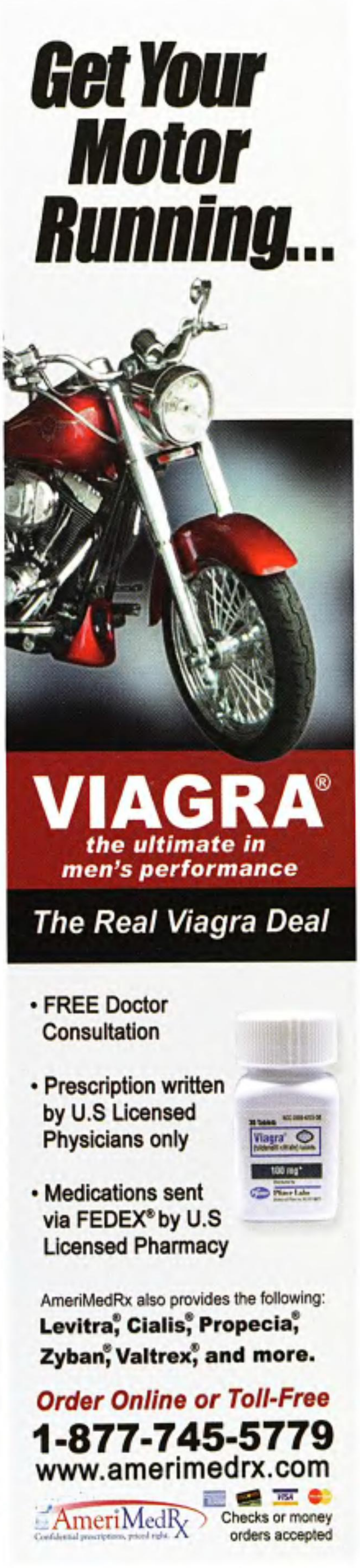
The bike, according to Rich, features a rubber-isolated, polished 107-inch S&S motor and tranny, a 240 low-profile rear tire, and 5 inches of stretch and a 38-degree rake in the frame. The fenders, mirrors, grips, controls and rocker boxes are all from the house of Ness, just like the Spinner wheels with matching rotors and pulley. The paint, he says, "is violent violet with three layers of ghost flames, purple lavender, and royal blue."

Not seen here is the changeover to Arlen's Rad II handlebar controls, which, according to Rich, "eliminate the brake cylinder and hide it in the controls, giving you an even cleaner look on top. You also take those lights, and the turn indicators go up on the mirror support, and we put some little bullet lights in the back."

"The first time we showed it in Oakland (at the Roadster Show), we were second in Full Custom, so that was pretty nice," he says.

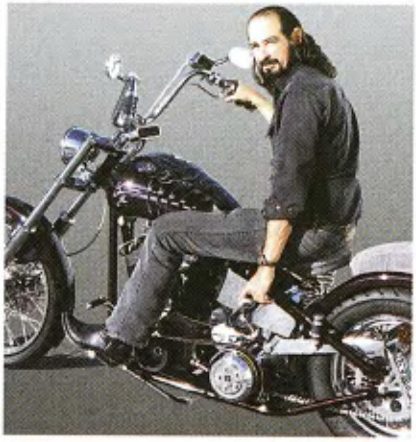
Here's the best part: the bike's fully insured. Rich knows insurance, and he'll be happy to sell you some, too. Call him, if you like, at 510-791-1454, for more info. *—Tripper*

Photo: owner



ReadersRides

Boots
San Fernando Valley, California
1940 Knucklehead



Together with these photos of his beautiful knucklehead, Boots also sent us a tome about why, when, and how he built this bike, which I will now try to condense, with the use of various relevant excerpts, into something digestible.

Like this one: "I wanted another Harley chopper." Or, for background info, how about: "I had a very nice '57 Ariel Square Four...." Equally important, his intentions: "That meant a knucklehead..." and "...not the modern day cookie cutter chopper."

Let me quickly add "kick start only," "jockey shift," and "suicide clutch" to round out the picture, as well as "but...modern, high-quality disc brakes" and "...stayed with a rigid frame." Sifting for more gems, we find beauties like "open fishtail exhaust...lights off every car alarm...." and "...found enough of a 1940 Harley 61-inch EL to start the project."

And with that, we are in the thick of it. In our mind's eye, we can see Boots tear the bike "down to the cases" and "build it up as an old-style 80-inch stroker, the way we used to do it." There's talk of internal parts from S&S and "I had to use the OEM cases or nothing" and having a fellow named Shane Tammi "assemble the engine." Boots even "painted the insides of the cases with Glycol paint to stop them from leaking oil through the porous aluminum."

Among all the details Boots particularly mentioned "Flat Head Power cylinders bored to 3 1/2 inches" and "S&S flywheels," as well as an "Andrews S-grind cam" and "a modern HI-4 ignition system." He ended up with "89 cubic inches and a 9.5-to-1 compression."

His major complaint was that virtually everything had to be made to fit, which is why instead of a couple hundred hours, "I ended up with more like 1,000 hours" working on the knuckle. "Even the chain guard required six hours of customization to make it fit," he says.

There are, of course, many more details than we have room for, but of particular note might be the seat made of Grey Elephant. And that's really all the space we... *(Sorry Tripper, you're out of space.* —Ed)

—*Tripper*

Photos: owner

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SHE WALKED ACROSS MY HEART LIKE IT WAS TEXAS

American IronHorse's Texas Chopper

In the pecking order here it seems everybody else gets his choice of bikes to test, and I get the real plum assignments like sweepin' the floors, wipin' oil spots off the driveway and runnin' the empties over to recycling. That's why I was real shocked (and kinda suspicious) when I was asked to test the new American IronHorse (AIH) Texas Chopper. Lotsa editors would have kicked butt for the chance, but first I wanted to do a bit of investigative work about the company that makes this wild chop job.

American IronHorse, in case you don't know, started in 1995 in Ft. Worth, Texas, designing and developing their own line of bikes. They popped out their first issue in '98. Now they're in a 224,000-square-foot factory, have 80 dealers, and with about 1,800 units produced in 2002 they claim to be the largest U.S. manufacturer of factory-built performance cruisers and touring bikes that are custom ordered and designed.

Why buy an AIH to order instead of customizing a major brand? Because instead of painting and wrenching on a stocker for months you can order your AIH bike right from the factory painted and set up just the way you want. It's a manufactured bike with full factory warranty; it meets braking and other standards, and has a real Blue Book value that makes financing easy.

All American IronHorse models come with the polished 111-inch S&S engine, which comes with 105 horsepower and a two-year warranty. The S&S is a tried-and-true powerplant used by lots of other smaller builders, and AIH also offers the 117- and 124-inch S&S with more power but shorter warranties. AIH also builds its own frames and more than 300 other proprietary parts, so these are purpose-built bikes rather than a collection of parts meeting—or sometimes not quite matching up—for the first time.

The Texas Chopper has a hidden-shock frame with a 4-inch stretch in the backbone, 8 inches in the downtube and a 38-degree rake. The front end's extended 10 inches and holds a polished billet fork. The tank is a super-stretched 1-piece, and if you like meat (and who the hell doesn't) there's a big ol' 240-series rear sausage held by a Stealth swingarm filling that strutless rear fender.

That S&S Cycle V-twin motor has a 9.7:1 compression ratio, its pushrods push against roller rockers, and it's got a close-ratio 6-speed transmission puttin' the power to that Kevlar belt final drive. The pulley, rotors and wheels all match, and when you're done there are no extra parts you took off your stocker cluttering up your rafters.

As for my actually testing the Texas Chopper I had to walk like that gal in the country song did across that poor bastard's heart. In case this isn't the bike for you AIH has six other models with a variety of paint options and wheels. The LSC and Legend are also choppers, and theTejas, Stocker, Slammer and Outlaw are high-performance cruisers. Check 'em all at www.americanironhorse.com.

—Biker Bill

General

Fabrication: ....American IronHorse
Year and make:................2004 American IronHorse
Model: ....Texas Chopper
Assembly: ....American IronHorse
Time: ....ASAP

Engine

Year: 2004
Builder:..............................S&S
Ignition: ....Crane HI-4
Displacement: ..107- or 113-ci
Cam: ....S&S 0.600
Carb: ....S&S Super G
Pipes:..............................Nasty

Transmission

Year: 2004 JIMS 5- or 6-speed

Painting

Painter: ....AIH
Special paint: ......tribal flames, pearls and candies available

Frame

Year: ....Daytec/American IronHorse
Type: ....Stealth
Rake:......................38 degrees
Stretch: ....4 out and 8 up
Shocks: ....Progressive

Accessories

Handlebars: ....drag
Risers: ....pullbacks
Handlebar controls: ..American IronHorse
Fenders:....................American IronHorse
Headlight: 5.75-inch
Taillight: ....American IronHorse
Speedo:....................electronic
Pegs: ....American IronHorse
Foot controls: ....American IronHorse
Gas tank: ....AIH
Oil tank: ....Daytec
Seat: ....Danny Gray Solo
Mirrors: ....two
Grips: ....American IronHorse
Oil system:................dry sump

Front end

Type:........................telescopic
Builder: ....American IronHorse

Wheels

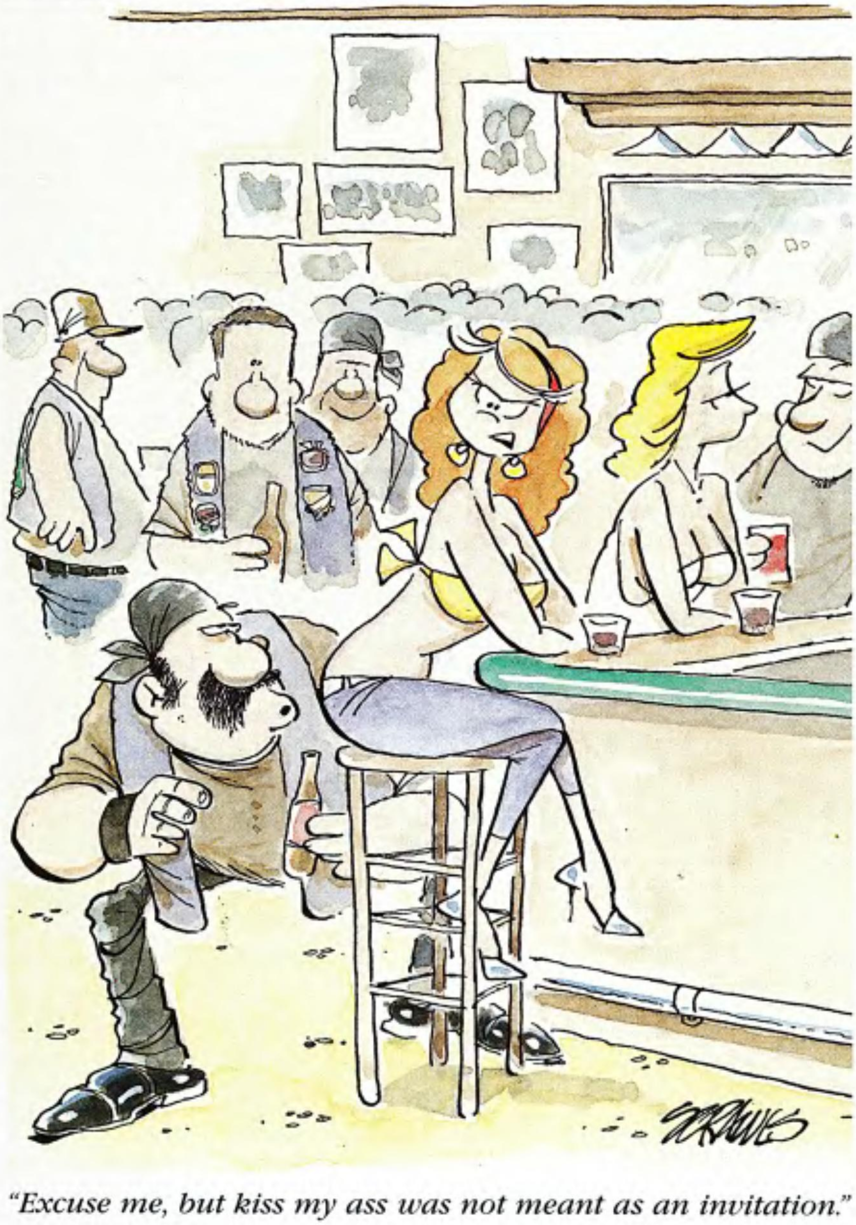
Front

Make:........................American IronHorse
Size: 21-inch
Tire: ....Metzeler
Brake: ......American IronHorse

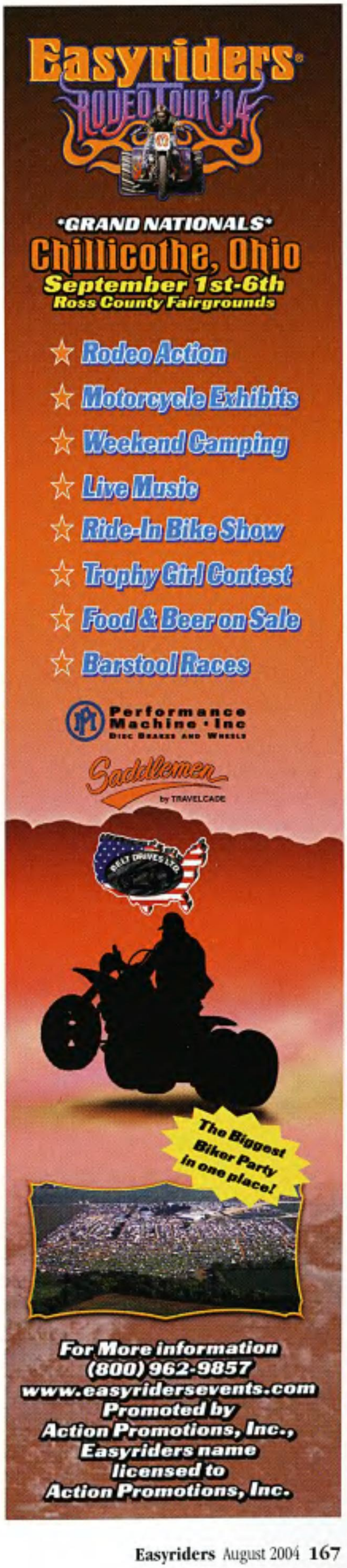
Rear

Wheel:......American IronHorse
Size: ....240 x 18
Tire: ....Metzeler
Brake: ......American IronHorse

Photos: ....Michael Lichter



"Excuse me, but kiss my ass was not meant as an invitation."



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ComingAtYa

The September *Easyriders* issue (No. 375) brings you incredible custom bikes by Matt Hotch, Chica, Jim Nasi, MGS Cycles, Bob Phillips and more! We'll ride to the Myrtle Beach Rally, take in a Bobber and Chopper Run in Sweden, the California Classic Thunder Run, a Bike and Tattoo shindig in Canada, and test ride the 2004 Big Dog Pitbull.

Over in the tech shed we'll showcase all the cool bike kits available through Custom Chrome, show you how to install a Legend Air Suspension system, and bring you Part 1 of our annual J&P Build-a-Bike Contest.

Our 32-page outsert on newsstands is a "Bike Builders Guide," to help you build the ultimate ride. All this and a sizzlin' selection of beautiful women. *On sale August 3rd, 2004*

The August issue of *V-Twin* (No. 40) is bigger and better than ever before. More pages, more parts and products for your cruiser. We'll bring you our choice for the Top Ten Bikes of 2004, meet master Builder Jerry Burrows, go Behind the Scenes at J&M Audio, and ride to the Easyriders Bike Show in Dallas to check out all the cool new rides. Besides bringing you the latest accessories, we'll take a look at Drop Seat Frames, one of the hottest trends in the industry. You'll also find an aftermarket Guide to Hand and Foot Controls and nine incredible custom bike features, from dressed up Harleys, to wild Metric marvels and even a few choppers to whet your custom-building appetite. PLUS on the newsstands you'll find a 32-page outsert Sturgis Survival Guide all in the August *V-Twin*! *On sale July 13th*

The June *Biker* (No. 220) brings you the first of three incredible features with *Penthouse* Pets and *Biker* bikes, and our 48-page Biker Parties special when you pick up this rag at newsstands. *On sale now!*

In Sept. 2004's *Wind* (No. 118), we get some sun on our mugs at Daytona Bike Week, then deliver loads of flicks showing bikers at play. The outsert (sold in newsstand editions only), features the 2003-2004 Easyriders Centerfold Bike Show Tour. *On sale now!*

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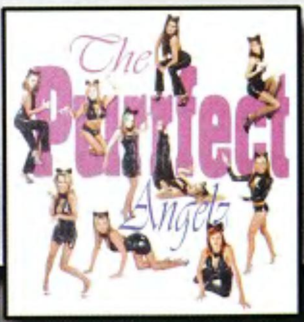

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